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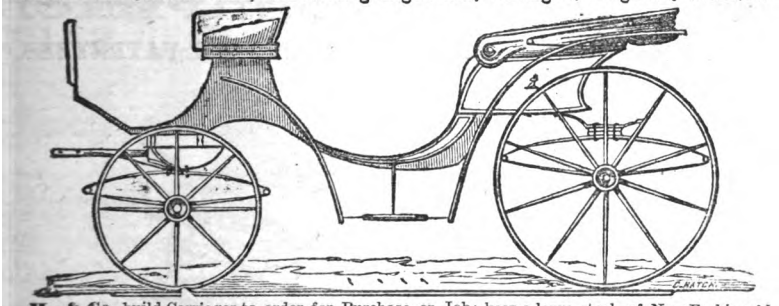
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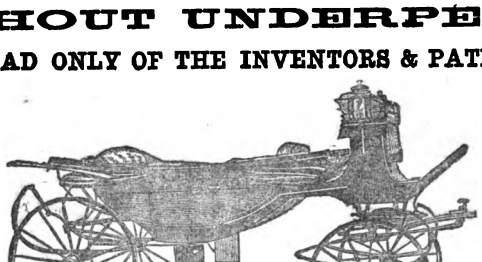
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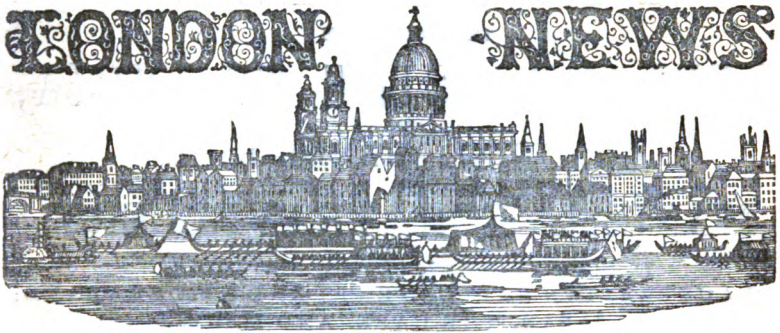
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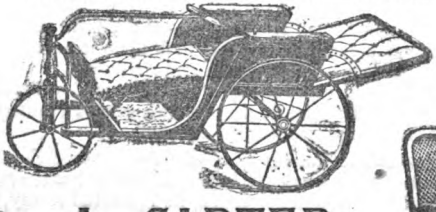


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PREFACE.

THE contents of this edition of *Bradshaw's Overland Guide*, now in its twenty-ninth year, have been carefully revised and corrected throughout. Much useful matter has been inserted; the latest published official *Statement on the Progress of India* has been turned to good account; and the general information is extended and brought down to the present date—especially that part of it relating to Australia—for the benefit of emigrants to the Southern Colonies.

It appears from statistical returns that, on an average, about one person for each family in the United Kingdom has emigrated from it; a fact which serves to show, in a striking manner, how great and intimate is the connection between the Mother Country, and her numerous Colonies, as well as with the United States. The English language is now spoken and studied by half the civilised world in the Old and the New Continents.

Among various improvements in the *Overland Guide* the following may be specified:—

1. A short account of the Suez Canal.
2. The Routes, where necessary, have been re-arranged to suit the changes attending the contracts with the Mail Companies.
3. Revised Gazetteers of Civil and Military Stations in the Three Presidencies of India; in which some attempt has been made to reconcile a few of the varieties of spellings of Indian names.
4. Population of chief towns of India for 1881; and lists of Indian words and phrases.
5. Logs of the Peninsular and Oriental Company's Steamers on the Routes to India, Australia, and Japan.
6. Lists of Decorations for Services in India and the Colonies.
7. The latest Rules for Candidates for Appointments in the Civil Service of India, and in the Indian Civil Engineer, Forest, and Medical Departments, as sanctioned by the Secretary of State in Council.
8. Tables of the Colonies and of Foreign Countries.
9. A revised Map of the World, showing the Railway, Telegraph, and Sea Routes.
10. An improved arrangement of the List of Books on India.

The Overland Routes in BRADSHAW are mostly in one direction, Eastward; to which two to the Westward are added, *viz.*, the West India and Panama Route.

and the Pacific Route across the United States. Leaving out of consideration the direct oversea voyage by the Cape (Route 25), Sydney, the natural metropolis of the Colonial settlements at the antipodes, can now be reached from England *viâ* Suez and the Eastward lines, in forty days; by the Westward line, through America and the Pacific, in about the same time.

A traveller, using the facilities thus offered him, may run through the "Grand Tour" of the globe in an incredibly short period. With a choice of routes he can traverse the great oceans, and visit the most famous countries in the Old and New World; making, if he likes, the newest of all, Australia and New Zealand, his half-way resting place. For example, he can accomplish a circuit of 23,000 to 23,500 miles exclusively in mail steamers and express trains, supplied with every comfort: by starting from England to New York; then by overland rail to San Francisco; by sea to Yokohama, Hong Kong, Singapore, and Calcutta; by overland rail to Bombay; by sea to Suez; by overland rail to Alexandria; by sea to Brindisi; by overland rail to Brussels or Paris, &c.; and so back to England: the whole trip being done at a cost not much exceeding £300.

In thanking our esteemed correspondents for their various communications, we have to acknowledge our special obligations to Mr. Angier (of Messrs. Angier Brothers) for corrections under the China Route; to Mr. Henniker Heaton, author of the *Dictionary of Australian Dates*, for several corrections under Australia; and to Mr. C. C. Prinsep, of the India Office, for the population of chief towns in India at the Census of 1881—the details of which have not yet been published.

Further corrections and information—particularly about such matters as are liable to change—are solicited from our readers, especially those resident at distant stations; with a view of rendering *Bradshaw's Overland Guide* still more acceptable to the public.

The Right Hon. W. E. Gladstone, M.P., on the Colonies.

"There is no man, I believe, worthy of the name of a statesman, no man known to me in the sphere of political life, who is not sensible that the business of founding and rearing these Colonies is one which has been so distinctly intrusted by Providence to the care of the people of this country, that we should almost as soon think of renouncing the very name of Englishmen as of renouncing the very great duties which (passing beyond these scenes) are imposed upon us in regard to the more distant but not less true portions of the great British Empire."

LONDON, 1884.

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BRADSHAW'S

OVERLAND GUIDE TO INDIA, EGYPT, TURKEY, PERSIA, CHINA, JAPAN, AUSTRALIA, NEW ZEALAND, THE CAPE, AND ACROSS AMERICA.

1.—PASSPORT.

To obviate delay and annoyance in Foreign countries, the Overland traveller must provide himself with a Secretary of State's passport, which can be obtained at the Foreign Office, London; fee, 2s. It is necessary that the party applying for that document should be known or recommended to the Secretary of State for Foreign affairs; or it may be obtained through the recommendation of a Banker or of any Banking establishment in any part of the United Kingdom, or that of a *Mayor, Magistrate, Justice of the Peace, Minister of Religion, Solicitor, Physician, or Surgeon.* Applications must be made in writing, and addressed to the Chief Clerk of the Foreign Office, with the word "passport" written upon the cover. Passports are granted between the hours of 11 and 4 on the day following that on which the application has been received at the Foreign Office.

No *visa* is required for a Foreign Office passport except for those of Turkey, France, Greece, and Russia. Travellers Overland, *viâ* Egypt, should have the Turkish *visa*, which can be obtained at the Turkish Consulate in London. Passports should be bound in a small book resembling a pocket-book in size and thickness, having a few blank leaves annexed, so as to enable ambassadors, &c., to affix their *visés*, the whole arrangement of which will be undertaken by our agents, Messrs. Adams, & Sons, 59, Fleet Street, to travellers applying, either personally or by letter, stating the route they intend taking, by which both trouble and delay will be obviated.—For detailed information respecting passports and *visé*, see *Bradshaw's Continental Guide.*

2.—PRINCIPAL FOREIGN PASSPORT OFFICES IN LONDON,

Where Foreign Office Passports may be *vised.*

Argentine States, 6, Devonshire Chambers, Bishopsgate Street Without.

Austria-Hungary Consulate, Mansion House Chambers, Queen Victoria Street.

Belgian Consulate, 118, Bishopsgate Street Within.

Brazilian Consulate, 6, Great Winchester Street Buildings.

Chili Consulate, 62, Gresham House, Old Broad Street.

French Consulate, 38, Finsbury Circus, City.

German Empire, 5, Bloomfield Street, London Wall.

Greek Consulate, 19, Great Winchester Street.

Italian Consulate, 31, Old Jewry, City.

Japan Consulate, 84, Bishopsgate Street.

Netherlands, 40, Finsbury Circus.

Portuguese Consulate, 3, Throgmorton Avenue.

Russian Consulate, 17, Great Winchester Street, City.

Spanish Consulate, 21. Billiter Street, City.

Sweden and Norway, 24, Great Winchester Street.

Swiss Consulate, Gresham House, Old Broad Street.

Turkish Consulate, for Egypt, &c., 42, Old Broad Street

United States of North America, 11, Abchurch Lane.

Uruguay Consulate, 4, Finsbury Street.

It is requisite that the bearer of every passport granted by the Foreign Office should sign his passport before he sends it to be *viséd* at any Foreign Mission or Consulate in England; without such signature either the *visa* may be refused or the validity of the passport questioned abroad.

There is no necessity for the *visa* to a Foreign Office passport of either the Austrian, Dutch, Belgian, German, Spanish, or Italian authorities in the United Kingdom.

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All applications to the foreign missions must be made from 12 to 2 daily, except Sundays, and most of them require fees varying from 1s. 3d. upwards.

3.—LUGGAGE BOOKING.

The Overland traveller should not encumber himself with more baggage than is actually necessary, and should confine the size and weight of his packages as nearly as possible to the regulations issued by the Companies.

The main route from London is *vid* Malta, Port Said, and Suez, by water all the way. The only Overland route, now-a-days, is from London to Venice and Brindisi for Alexandria, thence by rail across Egypt to Suez.

Assuming that the passenger embarks at London (Gravesend) it will be desirable to pack such articles as are required for immediate use, together with a week or ten days' supply of linen, &c., in one of the travelling bags allowed by the P. and O. Company in their cabins, and to reserve that bag to take on board with him at London.

The remainder of the outfit should be packed in trunks or air-tight cases of moderate size. All the packages should be well secured, and have the traveller's name and place of destination distinctly painted thereon. These remarks are equally applicable to the homeward-bound journey. Luggage should be shipped at the Docks three days prior to the sailing of the steamer, or sent to the P. and O. Company's Office, 122, Leadenhall Street, or 25, Cockspur Street, London, paying insurance and freight. A special arrangement should be entered into with the Company if the baggage be *considerable*. If the traveller is homeward-bound, he can make arrangements with the Company's agent at his port of embarkation, for the transmission of his baggage to England.

Baggage allowed on *board the steamers* free of charge—1st class, 336lbs.; children and servants, 168lbs.

Between any two ports, one east the other west of Suez, 20s. per cwt.; between any two, both east or both west of Suez, 10s. per cwt.

Passengers *vid* Venice or Brindisi to or from India, China, Australia, or joining at Suez, can send their baggage from London, on certain conditions.

The Egyptian Transit Administration's charge is 18s. 6d. per cwt. for conveyance of baggage exceeding 80lbs. 1st class, and 50lbs. 2nd class; children (over 3 and under 10 years), half the above weights.

Passengers may book through to all parts of the East, to the Persian Gulf, to Batavia and the Dutch Archipelago, New Zealand, &c.; to all ports in India and over the Indian railways (the last, by ticket from Bombay). There is now a Parcel Post to India and Ceylon.

4.—TRAVELLING COSTUME FOR GENTLEMEN.

The most comfortable dress that can be worn on this route is a light grey suit, consisting of shooting coat, vest, and trowsers to match, made *loose*, and of thin cassimere cloth. Waterproof overalls; a light coloured reversible coat; pair of Wellington patent leather boots, with stout soles; Maud shawl, which can be used as a dressing-gown in the morning, wrapper by day, and coverlet by night; and a foraging cap, having a white calico cover, well quilted, with a curtain to the back, so that when put on the cap it will hang down well over the nape of the neck and protect it from the sun. A *Plubac* (or silk umbrella), covered with white calico, contained in a walking-stick; travelling pouch, with strap to sling across the shoulders, which will hold the traveller's keys, passport, bills, cash in sovereigns; small achromatic telescope; pocket-book, containing pens; inkstand, pencil, knife, scissors, sealing-wax, sticking plaister, pincushion, address cards, paper knife, writing paper; together with a well-filled housewife, and a pair of thread gloves. He should also carry a great coat and comforter for the neck as a protection against the intense cold when crossing the Desert (always done at night); a veil is unnecessary. A bottle of smelling salts, and a flask, bottle, and cup (for brandy). Dog-skin gloves for the journey, and green or blue double spectacles, after leaving Brindisi or Trieste, are recommended. These remarks are equally applicable to the homeward-bound route; but in that case warm clothing should be worn on leaving Egypt.

5.—KIND OF COIN

NECESSARY FOR THE JOURNEY.

The Overland traveller should not take either Circular or Bank of England notes. The former are liable to considerable loss in the rate of exchange at every place they are cashed, and on the latter that of a shilling in the pound takes place; while their genuineness is *questioned* abroad at all places beyond Trieste or Brindisi. Nothing but sovereigns and rupee notes are necessary. The agents of the P. and O. Company require payment in sovereigns. Do not pay hotel-keepers in gold, but in current coin, which may be obtained at a money changer's (or Bureau de Change) at the various continental towns or cities. Though care should be taken prior to quitting the last continental port (*i.e.* either Brindisi or Trieste) not to carry away too much foreign silver coin, yet at many or most Eastern towns, any silver or gold money will be taken—shillings, florins, half-crowns, francs, &c. —in ordinary shops, native or European.

In India, sovereigns can be purchased in the different Presidencies at the bazaars, generally at 12 rupees.—See Money Tables on next page.

TOURS IN INDIA AND ROUND THE WORLD.

Under the special authority of the Government of India and the Secretary of State for India Messrs. Thos. Cook and Son have organised a system of International Tourist Tickets, and are prepared to furnish rates for single, return, or circular tickets, commencing or terminating at any railway station or seaport in India or Ceylon and combining Europe, America, Egypt, Australia, China, or Japan.

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6.—MONEY OF THE VARIOUS COUNTRIES THROUGH WHICH THE OVERLAND TRAVELLER MAY HAVE OCCASION TO PASS,

CORRECTED BY THOS. COOK AND SON, FOREIGN BANKERS AND MONEY CHANGERS, LUDGATE CIRCUS, LONDON, E.C.

AUSTRIA.

100 kreuzers = 1 florin = about 1s. 8½d.

Gold Coins:—Crown of 8 florins worth 16s., and half-crown. *Silver Coins:*—The 2, 1, ½ florin pieces, and the 10 and 5 kreuzer pieces. *Copper Coin:*—Kreuzer a little less than an English farthing. The paper money consists of bank notes for 1, 5, 10, 100, and 1,000 florins; its value fluctuates. At present a paper florin is worth about 1s. 8d. £1 sterling = 12 florins paper.

BATAVIA, same as Holland. BELGIUM, same as France.

CANTON (CHINA).

10 cash = 1 candareen = 7-10ths of a penny.
10 candareens = 1 mace = 7d.
10 mace = 1 tael = 5s. 10d. The tael is a coin only in name.

There are neither gold nor silver coins in China. For large payments, bullion of known purity passes current by weight. The Mexican dollar = 4s. 3d. to 4s. 6d., is in general use. *Copper Coin:*—The cash, a circular piece of mixed metal with a hole in the centre, is the only coin issued.

In consequence of the depreciation of silver, the actual value of a Mexican dollar is about 3s. 7d.

CEYLON.

Rupees and cents.

CONSTANTINOPLE.

40 paras = 1 piastre = 2½d. 100 piastres = 1 medjidie = 18s. 5 silver Purses = £1.

Gold Coins:—Medjidie, or lira turca, and half and quarter medjidie. *Silver Coins:*—Silver medjidie of 20 piastres, and the 10, 5, 2, 1, and ½ piastre pieces. *Copper Coins:*—Piastre and half piastre. Besides the above there are still sometimes met with, in gold, the *old ghazi*, valued at 25 piastres; the vanduclee, or ghazi, valued at 20 piastres; and the half vanduclee and quarter vanduclee; but these are not a legal tender. They are never accepted by the government, and seldom by private individuals. They are chiefly worn as head ornaments by women. There were also, in debased silver, coins of a low standard, largely alloyed with copper, but these are no longer in circulation.

EGYPT.

40 paras = 1 piastre = 2½d.

Gold Coins:—Saadeeyeh of 4 piastres, and kheyreeyeh of 9 piastres. The smallest coin is the fuddah or para, = 1-16th of a penny. There are also pieces of 5, 10, and 20 fuddah. The dollar of Spain, Mexico, and the South American Republics, is also a frequent medium of payment. £1 = 97 piastres 20 paras.

FRANCE.

100 centimes = 1 franc = 9½d.

Gold Coins:—100, 50, 20, 10, and 5 franc pieces. *Silver Coins:*—5, 2, 1, ½ franc, and 20 centime pieces. *Copper Coins:*—10, 5, 2, and 1 centime pieces. £1 = 25 francs. The currency of France, Belgium, Switzerland, and Italy, is now the same, so that the money of either passes current in all.

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GERMAN EMPIRE (PRUSSIA, &c.)

100 pfennigs = 1 mark = 1s.

Gold Coins:—20 marks, 10 marks, and 5 marks pieces. *Silver Coins*:—3 marks (thaler), 2 marks, 1 mark, 50 pfennigs, and 20 pfennigs. *Nickel Coins*:—10 pfennigs and 5 pfennigs. *Bronze*:—2 pfennigs and 1 pfennig. *Bank Notes*:—5, 20, 50, 100, 500, and 1,000 marks. Exchange 20, 25 to 20, 40 = £1.

HOLLAND.

100 cents = 1 guilder or florin = 1s. 8d.

Gold Coins:—10 guilder pieces. *Silver Coins*:—The 2½, 1, and ½ guilder pieces, and the 25, 10, and 5 cent pieces. *Copper Coins*:—Cent and ½ cent. £1 = 12 guilders.

INDIA, viz., BENGAL, MADRAS, AND BOMBAY.

12 pies = 1 anna = 1½d. 16 annas = 1 rupee = 2s. (nominal).

Gold Coins:—Mohur of 15 rupees; double mohur; and the 10 and 5 rupee pieces. *Silver Coins*:—Rupee, half rupee, quarter rupee, and double anna. *Copper Coins*:—Half anna, quarter anna, and pie. In Bombay accounts are sometimes kept in rupees, quarters, and raes, thus:—

100 raes = 1 quarter = 6d. 4 quarters = 1 rupee = 2s.

Actual value of the rupee, about 1s. 8d.

In Madras accounts were formerly (and in some cases are now) kept in pagodas, fanams, and cash, as follows:—

80 cash = 1 fanam = 4s. 45 fanams = 1 stor pagoda = £9.

ITALY.

100 centesimi or centimes = 1 lira = 9½d. *Gold Coins*:—100, 80, 50, 20, and 10 lire pieces. *Silver Coins*:—5, 2, and 1 lire pieces, and 50 and 25 centesimi pieces. *Copper Coins*:—1, 3, and 5 centesimi. Italian Bank notes, from 1 lira to 1,000 lire, are in general circulation; £1 = 25 lire, and are now equal to gold.

SINGAPORE AND PENANG.

Mexican dollar = 4s. 3d., the ordinary coin. Almost any coin passes.

SPAIN.

100 centimes = 1 peseta = 10d.

Gold Coins:—1 Alfonso = 25 pesetas. *Silver Coins*:—5 pesetas = 1 dollar, 2 pesetas, 1 peseta, and 50 centimes. The old coinage of dollars, half dollars, quarters, and eights also circulates. *Bank Notes* are current (at a depreciation) only for the towns for which they are stamped—Madrid, Barcelona, &c. £1 = 24 pesetas (gold or silver).

TURKEY.—See Constantinople, page xxxvi.

UNITED STATES.

100 cents = 1 dollar = about 4s. 2d.

Gold Coins:—20 dollars, 10 dollars, 5 dollars, 3 dollars, 2½ dollars, 1 dollar. *Silver Coins*:—1 dollar, 50 cents, 25 cents, 10 cents, 5 cents, and 3 cents. *Nickel Silver*:—5, 3, 2, and 1 cents. *Treasury* and *National Bank Notes*, from 1 to 1,000 dollars, also circulate, and are equal to gold. Exchange, 4s. 1d. to 4s. 1½d. per dollar.

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7.—LIBRARY, OR BOOKS OF REFERENCE.

Books may be packed in a box containing shelves (with four legs on castors to fit on and off it), so that when it reaches India it will form a small bookcase. The following is a pretty complete list of books on India, in alphabetical order, from which the traveller is left to make his own selection.—For books on Australia and New Zealand, see Route 25.

Abode of Snow (the Himálayas) a Journey from Chinese Thibet, &c., 1875. A. Wilson

Account of India. Fryer.

Across Chrysê (The India-China Frontier). A. E. Colquhoun.

Administration of the E. I. Company, 1853. Kaye.

Advice to Cadets. Captain Kerr.

Advice to Officers in India. Dr. Mc. Cosh.

Afghanistan War of 1879-80. W. Hensman. (Allen.)

A Lady's Escape from Gwallor. R. Coopland.

A Lady's Letters from Madras.

Algebra of the Hindoos, 1817. Objects of Hindu Law, 1797; Grammar of the Sanskrit, 1805. Dictionary of Sanskrit, 1808, and collection of Sanskrit compositions (including the Hitopadesa), 1804. Colebrook.

Amateur Gardener in the Hills. (Thacker.)

Among the Mongols. Rev. J. Gilmour (of Pekin)

Analysis of the Constitution of E. I. Company, 1826. Auber.

Analytical History of India. R. Sewell. (Allen.)

Ancient and Mediæval India, 2 vols. Mrs. Manning. (Allen.)

Annals of E. I. Company, 1810. Bruce.

Archæological Survey of Western India, 3 vols. J. Burgess. (Trübner.)

Armenia and Erzeroum. Curzon.

Aryan Village in Bengal and Ceylon. Sir J. B. Phear.

Asia in 1840. Osborne.

Asiatic Journal, 1816-45, 72 vols.

Asiatic Researches, 1788-1836, 20 vols.

Assistant Magistrate's Guide. Skipwith. (Calcutta.)

Autobiography of Lutfullah. Eastwick.

Bengal Dispensatory, 1842. O'Shaughnessy.

Bhagvatgita, 1785. Sir C. Wilkins.

Bhilsa Topes; or, Buddhist Memorials. General Cunningham.

Bibliographical Index to Historians of Mahomedan India, 1849. Sir H. Elliot.

Bird's-Eye View of India. Sir Erskine Perry, Knt.

Bombay Gazetteer. In progress.

Book of Good Counsels, from the Hitopadesa. Light of Asia (Life of Guatama) in blank verse. Indian Poetry—the Indian Song of Songs; Two books of the Mahabharata, &c. E. Arnold.

Book of Routes for the three Presidencies; only obtainable at each Presidency.

Borneo. Captain Keppel.

Botany of the Himalayan Mountains. Royle.

British India. Lord Mahon.

British Settlements in Malacca, 1839. Newbold.

British World in the East. Ritchie.

Buddhist Monuments of Central India, 1854. Cunningham.

Bungalow and Tent. Sullivan.

Burmese Wars. Col. Laurie. (Allen.)

Burmese War, 1827. Snodgrass.

Cabul, 1842. Elphinstone.

Cabul Insurrection of 1841-2. Sir V. Eyre. (Allen.)

Cadet to Colonel—A Record of Services. Sir C. Seaton.

Calcutta Review, 1844-60, 33 vols.

Calcutta to Liverpool *vid* America. Sir H. Norman.

Calcutta to the Snowy Range. By an Old East Indian, 1866.

Camp and Barrack Room in India.

Camp and Cantonment. Mrs. Paget.

Campaign in Afghanistan. Lieut. Greenwood.

Campaign on the Indus, 1840. Kennedy.

Campaigning Experience in Rajpootana. Mrs. Duberly.

Caravan Journeys in Persia, Afghanistan, Turkistan, Beloochistan and the countries lying between India and Russia. J. P. Ferrier.

Caste Considered. A. J. Paterson.

Cave-Temples of India. Dr. Bird and Mr. Ferguson. (Allen.)

Cawnpore Competition Wallah. Trevelyan.

Central India, 1824. Sir J. Malcolm.

Ceylon, 1817. Bertolacci.

Ceylon, 1860. Sir. J. E. Tennent.

Ceylon in 1883. J. Ferguson.

Chaplain's Narrative of the Siege of Delhi. Rotton.

Chapters of the Modern History of British India. Thornton.

China, 1834. Auber.

China and Lower Bengal, 1857-58. Wingrove Cooke.

Chow-Chow. Viscountess Falkland.

Christianity in Bengal. Mrs. Mullen.

Chronicles of Budgepore, 1870. Pritchard.

Chronicles of Dustypore, with a glossary.

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Chronological Exposition of the Military Law of India. Hughes.

Chronology of Ancient Nations (from the Arabic). Dr. Sachau.

Clinical Researches on Disease in India, 1856. Morehead.

Commerce of Bengal. Bell.

Comparative Grammar of the Dravidian Languages. Bishop Caldwell.

Comparative Grammar of the Languages of Further India. (Allen.) British Burma and its People. Capt. Forbes. (Murray.)

Comparative Grammar of the Modern Aryan Languages of India. J. Beames.

Confessions of a Thug. Lieut. Col. M. Taylor.

Conquest of Scinde, 1846. Outram.

Conquest of Scinde. Sir W. Napier.

Correspondence, 1843. Jacquemont.

Correspondence which contains the History of the Afghan War. Lord Metcalfe.

Crisis in the Punjab. F. Cooper.

Cruise of the Galatea. Milner and Brierley. (Allen.)

Cutch. Mrs. Young.

Damascus, Palmyra, and Lebanon. Porter.

Decline and Fall of the Mogul Empire. Keane.

Delhi. Mrs. Mackenzie.

Descriptive Railway Guide and Illustrated Handbook of Great Britain. Bradshaw.

Despatches and Correspondence. Marquis Wellesley.

Diary in India. Colonel Campbell.

Diary in India. Russell.

Diary of the late Rajah of Kolhapoor, including his visit to Europe, 1870. Captain West.

Dictionary of Naval Terms. English and Hindustani. Small. (Allen.)

Dictionary of Pali. Prof. Childers. (Trübner).

Digest of Moohummadun Law. M. Baillie.

Diseases of Bengal, 1832. Twining.

Domestic Life, Character, and Customs of the Natives of India. Kerr.

Dry Leaves from Young Egypt (Scinde).

East India Calculator. Thornton.

East India Directory (Sailing Directions). Horsburgh's, edited by Capt. Taylor. (Allen.)

East India Gazetteer, 2 vols. 1828. W. Hamilton.

East India Gazetteer, 4 vols. Thornton.

Eastern Experiences in Mysore and Coorg. L. Bowring. (King.)

Eastern India, 1838. China, 1847. Montgomery Martin.

Echoes from Old Calcutta. Busteed. (Thacker.)

Elihu Jan's Story; or, Private Life of an Eastern Queen. Forest Life in Ceylon. Knighton.

Embassy to Ava, 1834. Crawford.

Embassy to Ava, 1800. Symes.

Embassy to Siam, 1820. Crawford.

Embassy to Thibet, 1800. Turner.

Emigration to British India. E. West.

Empire in Asia, and how we came by it. W. Torrens, M.P.

England to Delhi, 1870. Matheson.

Englishman in India, 1867 (a useful introductory account of the rise and progress of British Power in India.) Raikes.

Englishwoman in India, containing information on Outfit, House-keeping, Servants, Cookery, &c. By a Lady.

Essay on the Antiquity of Hindoo Medicine. Royle.

Essays on Clive and Hastings. Macaulay.

Essays on the Language, &c., of the Parsis. Dr. Haug. (Trübner's Oriental Series).

Ethnology of the British Colonies. Dr. Latham.

European in India; or, Anglo-Indian's Vade Mecum, with a Medical Guide by Mair, 1871. E. Hull. (King.)

Extraordinary Adventures in India, &c. Lieut. J. Shipp.

Farming in India. Greenaway.

First Impressions of India, 1837. Bacon.

Five Years in India. Fane.

Flora of British India. Sir J. Hooker. (Reeve.)

Forest Flora of North Western and Central India. Dr. Brandis. (Allen.)

Forest Life in Borneo. St. John.

Gazetteer of Central Asia (Afghan and Persia), published, 1871, by the Quartermaster-General's Department, Calcutta.

Gazetteer of Southern India.

General India Guide and Vade Mecum. Gilchrist.

Geological Papers on Western India. H. Carter. (Allen.)

Glossary of Judicial and Revenue Terms. H. H. Wilson.

Goa and the Blue Mountains (Neilgherries) Burton

Govinda Samanta; or, History of a Bengal Raiyat (or Ryot.) Rev. Lal Behari Day. (Macmillan)

Grammars of the Persian, Bengali, and Hindustani Languages. D. Forbes.

Guide to Indian Household Management. Mrs. James. (Ward.)

Guides to Paris (France), Belgium, Germany, Italy, Switzerland, and Spain. Bradshaw.

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Hakayit Abdulla, an Autobiography J. T. Thompson. (King.)

Handbook of Fresh Water Fish in India. Capt. Beavan. (Reeve.)

Handbook of Practical Surveying. Kelly. (Thacker.)

Handbook of the Manufactures in the Punjab. B. Powell.

Handbook to the Ferns of British India. Col. Beddowes. (Thacker.)

Handbooks of the Bombay Madras, and Bengal Presidencies. Murray.

Handbooks to Agra, to Delhi, to Lucknow. H. G. Keene. (Thacker.)

Health in India, for British Women. Dr. Tilt. (Churchill.)

Health Resorts for Tropical Invalids. W. Moore. (Churchill.)

Hedaya; or, Commentary on Mussulman Law. 1721. Hamilton.

Herat to Khiva, 2 vols. Abbot.

Highlands of Central India. 1871. Captain Forsyth. (Chapman and Hall.)

Himalayan Districts of Kooloo, Lahoul, and Spiti, 1871. Captain A. F. Harcourt.

Hindoos as they are. Shib Chunder Bose. (Thacker.)

Hindu Law, 1830. Stange.

Hindustani Made Easy. Capt. Holroyd. (King.)

Hindustani Manual, Bagh-o-Bahar; or, Hindustani Tales for beginners; and Dictionary of English and Hindustani. D. Forbes.

Hints to Cadets. Postan.

Hints for the Management of Children in India. Dr. Goodeve. (Thacker.)

Historical and Statistical Memoir of Ghazepoor, North West Provinces, 1872. W. Oldham.

History and Conquest of Bokhara; and Travels in Central Asia, 1864. Prof. Vambéry. (Murray.)

History of Ancient Sanskrit Literature, 1860. Max Müller.

History of Bengal. Stewart.

History of China, 2 vols. Boulger. (Allen.)

History of Hindustan, 3 vols. 1812. Dow.

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Australian and New Zealand Gazette, published by T. Williams, 29, Bow Lane.

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Bengal Pilot Service Fund—India Office.

Bombay Civil Fund—India Office.

Bombay Civil Service Annuity Fund—India Office.

Bombay Medical Retiring Fund—India Office.

Bombay Military Fund—India Office.

Church Missionary Society, Salisbury Square.

Colonial and Continental Church Society, 9, Serjeant's Inn, Fleet Street.

Colonial Banks.—See page xlvii.

Colonial Bishoprics' Fund, 19, Delahay Street, Westminster.

Colonial Missionary Society, Memorial Hall, Farringdon Street.

Colonial Office and Crown Agents for the Colonies, Downing Street, Whitehall.

Colonies, List of.—See page xc.

Eastern and Australian Steam Company, 34, Leadenhall Street, London.

Eastern Telegraph Company, 66, Old Broad Street.

East India Association, 26, Charing Cross.

East India Houses of Agency—See page xlvii.

East India Service Club, 14, St. James's Square.

Empire Club, 4, Grafton Street.

Emigrants' and Colonists' Aid Incorporation, 25, Queen Anne's Gate, S.W.

Emigration Officers: London—Lieut. Sconce, R.N.; H. Pearch, Esq., and F. Wake, Esq., Dock House, Tower Hill. There are offices also at Liverpool, Plymouth, Cardiff, Glasgow, Greenock, Cork, and Londonderry. Gratuitous information is given to Emigrants.

Female Education in the East (Zenana work), Society for Promoting, 267, Vauxhall Bridge Road.

Female Middle Class Emigration Society, 19, Sutherland Gardens, Harrow Road.

Foreign Office, Downing Street.

Home Service (India) Funds, India Office.

Immigration Agents or Agencies:—

For Canada, High Commissioners' Office, 10, Victoria Chambers, Westminster, S.W.

For the Cape, W. C. Burnet, Esq., 10, Bloomfield Street, E.C. "The Emigrant's Guide to the Cape" may be had here.

For Natal, W. Peace, Esq., 21, Finsbury Circus, E.C.

For New South Wales, Agent General, 5, Westminster Chambers, Victoria Street, Westminster, S.W.

For New Zealand, Agent General, 7, Westminster Chambers, Victoria Street.

For Queensland, Agent General, 1, Westminster Chambers, Victoria Street, W.C.

For South Australia, Agent General, 8, Victoria Chambers, Westminster, S.W.

For Victoria, Agent General, 8, Victoria Chambers, Westminster, S.W.

For Tasmania, Emigrant-Aid Corporation (Limited), 25, Queen Anne's Gate, Westminster, S.W.

For West Australia, Messrs. Felgate & Co., 27, Clement's Lane, E.C.

India Museum, South Kensington.

India Office and Library, Whitehall.

India Parcel Post.—See page lxxi.

India Store Department, Belvidere Road, Lambeth.

Indian Army and Civil Service List, Allen and Co., 13, Waterloo Place, Pall Mall.

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Indian Civil Engineers' College, Cooper's Hill, Surrey.
Indian Institute, at Oxford.
Indian Navy Fund, India Office.
Indian Service Family Pensions, India Office.
Indian State Railways, Charles Street, Westminster.
Indian Railways.—See page xlviii.
Indian Troop Service, Transport Office, Admiralty.
Insurance Companies:—
Sovereign Life, 48, St. James's Street, S.W.
Standard Life, 3, Pall Mall East.
Madras Civil Fund, Coutts's, Strand.
Madras Civil Service Annuity Fund, India Office.
Madras Medical Fund, India Office.
Madras Military Fund, India Office.
New Zealand Trust and Loan Company, 68 and 69, Cornhill, E.C.
Northbrook (Indian) Club, Whitehall Gardens.
Oriental Club, 18, Hanover Square.
Passports.—See page xxxv.
Propagation of the Gospel, Society for, 19, Delahay Street, Westminster.
Royal Colonial Institute, 15, Strand—President, The Prince of Wales.
Royal Indian Asylum, Ealing.
Telegraph Offices.—See page lxxix.
Turkish Mission Aid Society, 7, Adam Street, Adelphi.
Uncovenanted Service Family Pension Fund, Coutts's, Strand.
Wanderers' Club, Pall Mall.
Zenana Mission, 2, Adelphi Terrace.

13.—PRINCIPAL SHIPPING LINES TO THE EAST, AUSTRALIA, THE CAPE, &c.

Most of them run through the Suez Canal. For Lines to New York, &c., see Route 27. For particulars see the Skeleton Routes in this *Overland Guide;* also, the Advertisements and Steamer Lists in *Bradshaw's Railway Guide*, and *Bradshaw's Continental Guide.*

"Aberdeen" Clippers to Australia, *viâ* the Cape—Thompson & Co., 24, Leadenhall Street.
African Steam Co., to Teneriffe and West Coast, 21, Great St. Helen's.
"Anchor" Line (Henderson Brothers), Glasgow and Liverpool, to Bombay, 18, Leadenhall, Street.
Anderson, Anderson, & Co. (Sailing) to Australia, 5, Fenchurch Avenue.
Angier Brothers, 118, Bishopsgate Within.
"Anglo-Australian" Line (Milburn & Co.), *viâ* the Cape and Canal, 2, 3, 4, Billiter Street.
Australia and New Zealand Co. (Houlder Bros.), Sailing, 146, Leadenhall Street, and Liverpool.
Austria-Hungary Lloyd (Hickie and Co., 127, Leadenhall Street); Trieste to Bombay and Hong Kong, monthly.
Australian and New Zealand Packets (Houlder Brothers), 146, Leadenhall Street.
Bailey and Leetham, to the West Coast, Sicily, &c., 12, Marsh Lane.
"Ben" Line (Ben Ledi, &c.) to Singapore and Calcutta, 10, George Yard, Lombard Street.
"Bird" Line, to Colombo, Madras, and Calcutta, 23, Billiter Street.
British and African Co., to the West Coast, 101, Leadenhall Street.
British India Lines to Calcutta, Persian Gulf, Queensland (Mail), every 2 or 4 weeks; Gray and Co., 13, Austin Friars, and 51, Pall Mall. Also, British India Association, or Queensland Mail Line.
Cape, Natal, and East African Royal Mail, 11, Leadenhall Street.
"Castle" Mail Line (Donald Currie), to the Cape, &c., from London and Dartmouth, 3 and 4, Fenchurch Street.
Chargeurs Réunis, French Co. Limited, Havre to Brazil.
"City" Line, Liverpool to Calcutta, every two weeks, 17, Gracechurch Street.
"Clan" Line to Bombay and Calcutta, the Cape. &c.—Cayzer, Irvine, and Co., Leadenhall Buildings.
Colonial Line (Flint's), Steam and Sailing, *viâ* the Cape and Canal—J. H. Flint, 112, Fenchurch Street.
Compagnie Commerciale, Havre, &c., to New Orleans.
Compagnie Marseillaise (Fraissinet & Co.), *viâ* Bordeaux and Marseilles, to Shanghai, every four weeks—Smith, Sundius, & Co., 33, Gracechurch Street.

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Compagnie Nationale de Navigation, Marseilles to Bombay and Calcutta, monthly—Galbraith & Co., 8, Austin Friars.

Compania Mexicana, Liverpool to Vera Cruz, &c.

Cunard Line, Liverpool to the Mediterranean, 6 St. Helen's Place.

Devitt and Moore's Australian Line (Sailing), *viâ* the Cape, 39, Fenchurch Street.

Eastern Steam Co.—McDiarmid, 112, Leadenhall Street.

"Elder" Line (Sailing), to Adelaide—Trinder, Anderson, & Co., 119, Fenchurch Street.

Euphrates and Tigris Co. Limited—T. Lynch, 3, Salter's Hall Court.

Forwood Brothers Line, to Madeira, &c.

Gavin, Birt, & Co.'s Thames and Mersey Line (Sailing), 27, Leadenhall Street.

Gellatly, Hankey, Sewell & Co., 109, Leadenhall Street.

General Steam Navigation Company, to the Mediterranean, &c., 71, Lombard Street.

"Glen" Line to India, China, and Japan—M'Gregor & Co., East India Avenue.

Green's "Blackwall" Line (Sailing) *viâ* the Cape—F. Green and Co., 112, Fenchurch Street.

"Hall" Line, Liverpool to Bombay, &c.—H. S. King, 65, Cornhill.

Hamburg-American Co., *viâ* Havre or Southampton, to New York, West Indies, &c.—Smith, Sundius, & Co., 33, Gracechurch Street.

"Harrison" Line, Liverpool to Calcutta—Harrison, Liverpool.

Havana Steam Line, from Liverpool—Fletcher and Co., Mersey Chambers.

Houlder Brothers' Line to Australia, *viâ* the Canal.

Inch Line, to Bombay, &c.

Japan Line—Jenkins & Co., 17, Lime Street.

John Hall Line, to Lisbon, Cadiz, &c., 1, New London Street.

Lamport and Holt Line, Southampton to Brazil and River Plate.

Levant and Eastern Line, 16, Trinity Square.

Liverpool and the East Steam Co. to the Mediterranean, every 10 days—Papayanni & Co.

Liverpool and Rio Plate Line—Holland & Co., 17, Leadenhall Street.

London Line to Australia, &c., 110, Fenchurch Street.

Mediterranean Steam Company, 7, Union Court, Old Broad Street.

Messageries Maritimes de France, to India, China, Mauritius, Australia, Brazil, &c., 97, Cannon Street.

M'Ilwraith and M'Eacharn's "Scottish" Line (Sailing), to Queensland, &c., 5 and 7, Leadenhale Street.

"Money Wigram" Line, to Melbourne, Aden, &c. 7, Leadenhall Street.

"Moss" Steam Co. Limited, Liverpool to Alexandria, &c.—Moss & Co., Liverpool.

Netherlands (Nederland) India Mail Line, Amsterdam, Southampton to Batavia, &c., every 10 days—Keller, Wallis, and Postlethwaite, 5 and 7 Fenchurch Street.

Netherlands India Company, 13, Austin Friars.

New Zealand Shipping Co.'s Monthly Direct Line from London and Plymouth, in 45 days, *viâ* the Cape, 138, Leadenhall Street.

"Ocean" Line, London and Liverpool to Shanghai—Swire and Sons, 19, Billiter Street, or Gellatly and Co.

"Orient" Line, to Melbourne, &c., *via* Naples and the Canal, and *via* the Cape—5, Fenchurch Avenue.

Pacific Mail, *via* California, to Australia and New Zealand—Clarke and Co., Windsor Chambers Great St. Helens.

Pacific Steam Navigation Co., to Brazil and West Coast of South America, 5 and 7, Fenchurch Street; or 31, James Street, Liverpool.

Palsgrave's Line, to Oporto, 155, Fenchurch Street.

Papayanni Line, Liverpool to the Mediterranean

"Passenger" or Henderson's Line, Plymouth for New Zealand, *via* the Canal—Shaw, Savill, and Albion Co., 34, Leadenhall Street.

Peninsular and Oriental Co., to India, China, Australia, and New Zealand, 122, Leadenhall Street.

Potter & Co.'s "Victoria" Line (Sailing), 15, Great St. Helens.

Queensland Mail Line (British India Association) *via* Batavia and Torres Straits—Gray, Dawes and Co., 13, Austin Friars.

Rangoon Line, from London, Glasgow, and Liverpool—Galbraith & Co., 8, Austin Friars.

"Red Cross" Line, to Brazil—Singlehurst & Co., and Booth & Co., Liverpool.

Red Cross Line, 21, Billiter Street.

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Rotterdam Lloyd Mail Line, Rotterdam and Southampton to Java, every two weeks—Escombe Brothers, 3, East India Avenue.

Royal Mail Co., to the West Indies, Brazil, &c., 16, Moorgate Street, and Southampton.

Rubattino-Florio Royal Italian Mail Co., Genoa to Bombay, 8, Leadenhall Street.

South African Line, to the Cape—Staley & Co., 2, Fenchurch Avenue.

Spanish Transatlantic Mail Co., Cadiz, &c, to Havana—Uhthoff & Co., 147, Leadenhall Street.

"Star" Line, to Calcutta, from Liverpool—Rathbone Brothers & Co., Water Street, Liverpool.

Taylor & Sons (Sailing), 110, Fenchurch Street.

Thames and Mersey Line, to Australia—Gavin, Birt, & Co., 27, Leadenhall Street.

Union (China and Japan Shippers), 9, Fenchurch Street.

Union Mail Co., to the Cape, &c., and to America, *via* Bermuda, 11, Leadenhall Street, London, E.C., and Oriental Place, Southampton.

West African Steam Navigation, 34, Leadenhall Street.

West India and Pacific Co. (Harrison's)—J. Templeton, 117, Leadenhall Street.

"White Star" Royal and United States Mail—Ismay, Imrie, & Co., 34, Leadenhall Street.

White Star Line to the United States, 41 and 43, Maddox Street.

14.—HINTS AS REGARDS THE LUGGAGE OF LADIES TRAVELLING OVERLAND.

Ladies should take with them, on the Overland Route, a black waterproof trunk, about the following dimensions, viz., 2½ feet in length, 1½ feet wide, and 1½ feet high. This should have a division about half-way up, one side being wider than the other, and a tray to lift in and out, in which may be packed about four dresses and two bonnets in the smaller division; the linen, boots, shoes, &c., in the larger compartment; and the laces, collars, handkerchiefs, and finery in the tray. It should be oval, not flat at the top, and have a leathern cover, with the name and destination painted in full, in white letters, and strapped outside. A small bag, to contain toilet and writing utensils at the sides—the night-clothes and slippers being placed in the middle—will be necessary; care being taken not to omit packing up some Eau de Cologne, scented soap (that essential article never being supplied at hotels on the continent), and smelling-salts. This bag will be the only article that a lady can conveniently manage to carry with her on her journey from Alexandria to Suez, consequently it will be wise to place inside it (prior to leaving the steamer at Alexandria) one change of linen only, to serve her until she reaches the steamer at Suez. When exposed to the sun, a brown veil and an umbrella covered with white calico should be used. Spectacles, on reaching Malta, should not be neglected; a well-filled smelling-salts bottle ought to be kept about the person; and the drinking of too much water avoided. No lady should attempt this journey without providing herself with one of Walter's Travelling Conveniences, as both health and comfort will be considerably enhanced by such precaution. Everything should be washed and marked to prevent seizure at the foreign Customs examinations.

LADIES' OUTFIT.

THE FOLLOWING IS A LIST OF THE NECESSARY OUTFIT A LADY SHOULD PURCHASE FOR JOURNEY TO AND RESIDENCE IN INDIA.

		s.	d.
1	Sewing Machine (Singer)	84	0
6	Longcloth Chemises each	4	6
18	Fine Cambric do. "	4	6
12	Cambric or Longcloth Slips "	7	6
4	Flannel Petticoats "	9	6
12	Thresher's* India Gauze Waistcoats "	6	6
6	Merino Waistcoats (for hill wear) "	6	6

* For further information, inquire of Thresher and Glenny, 152, Strand, London.

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LADIES' OUTFIT—*Continued.*

		s.	d.
18	Pairs Cambric Drawers per pair	4	6
6	Do. Longcloth do. (trimmed) „	6	6
18	Cambric Night Dresses (trimmed frills) each	8	6
6	Do. do. (trimmed) „	8	6
6	Pairs Mosquito Sleeping Trousers per pair	4	6
6	Anti-cholera Belts each	3	6
1	White Flannel Dressing Gown „	35	6
1	Fancy do. do. „	35	6
4	Muslin Morning Robes „	25	0
2	Pairs Corsets per pair	9	6
24	Cambric Pocket Handkerchiefs	12	0
12	French Cambric Dress Handkerchiefs	25	0
36	Fine Towels each	0	10½
12	Fine Huckaback Towels each	1	4
12	Pairs Balbriggan Hose per pair	4	0
12	Pairs Lisle Thread or Silk Hose per pair	3	0
6	Pairs Black Silk Hose per pair	6	6

(Riding Collars and Cuffs, *ad lib.*)

12	Pairs Coloured or Black Kid Gloves		
12	Pairs Dress Kid Gloves		
6	Pairs Thread or Silk Gloves		
1	Clothes Bag (for soiled linen)	8	6
1	Fine cloth Riding Habit	147	0
1	India Tweed do.	31	6
2	Brown Holland do.	42	0
12	Yards Fine Flannel per yard	3	0
1	Cabin Trunk		
1	Overland Trunk (lined zinc)		
2	Air-tight Japanned Cases for Dresses		
2	Deal Covers for ditto		
1	Air-tight Japanned Case for Bonnets		
1	Deal Cover for ditto		

A good supply of Soap, Powder, Perfumery, &c.

1	Sponge and Bag
1	Fitted Dressing Bag
1	Work Box, containing a good supply of Cottons, Silks, Needles, &c...
1	Japanned Writing Case

DRESSES, &c.

Bonnets.
Muslin Dresses for Morning.
Ditto for Evening.
Barege and Light Silk Dresses, or any Fancy material.

2 Ball Dresses.
2 Shawls.
1 Warm Cloak.
2 Opera Cloaks.
Fancy Collars, Sleeves, &c. (*ad lib.*)

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Every article of clothing, as well as dresses, should be made loose, especially under the arms, to admit of a free circulation, and prevent the unpleasant effects of profuse perspiration. The boots and shoes should fit easy, as the feet in a tropical country are apt to swell. Milliners' charges in India are exorbitant, it being usual for an European dressmaker to charge £2 to £3 for making up a dress. Bonnet cleaning, altering, and making proportionally high. Ladies are advised before leaving England to take out with them their own patterns of every article, from a chemise to a dress, cut out in calico, with the dimensions marked on each piece; as by this plan they can purchase whatever they fancy when in India, and the native tailor will make it up for them at the bungalow, under their own inspection, by which method an immense saving will be effected. By leaving their measures with a milliner at home, they can have forwarded to them (per parcel post), patterns cut in paper of all, as well as the best Journals of fashions, at comparatively a small outlay. But be sure to take every "requisite in the way of trimming, fringe, lace, buttons, blonde, sewing silk, &c., as anything omitted is often not to be had in the country."—*Englishwoman in India.*

Gloves should be kept, folded tight, in a wide-mouthed stoppered bottle, covered with a bladder, to save them from spotting. For the house, marble ornaments are best. Tunbridge ware and other inlaid woods spoil immediately.

Good English leather lasts better in India than any of Continental make; but nothing short of iron will save things from white ants.

15.—LIST OF UNIFORM AND APPOINTMENTS

REQUIRED BY LIEUTENANTS OF H.M. FORCES ON PROCEEDING TO INDIA.

UNIFORM, &c.	INFANTRY.									CAVALRY.											
	Artillery.			Surgeon.			Engineers.			Infantry.			Bengal.			Bombay.			Madras.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
FULL DRESS :—																					
Belt, Sword	4	4	0	2	15	0	3	15	0	2	15	0	28	10	0	28	10	0	28	10	0
Barrelled Sash	...			...			...			...			7	7	0	8	8	0	8	8	0
Cocked Hat and Plume	...			4	4	0	3	15	0	...			...			...			...		
Indian Helmet and Spike	2	2	0	2	2	0	2	2	0	1	15	0	...			16	16	0	...		
Jacket	...			...			...			...			29	5	0	30	0	0	28	0	0
Pouch and Belt	6	6	0	4	4	0	4	4	0	...			...			...			...		
Sword Knot	0	18	6	0	18	6	0	18	6	0	14	6	1	5	0	1	1	0	1	10	0
Sword	5	5	0	4	4	0	5	5	0	4	4	0	...			...			...		
Spurs	0	18	6	0	18	6	...			0	18	6	0	15	6	0	18	6	0	18	6
Sabre	...			...			...			...			4	4	0	4	4	0	4	4	0
Shoulder Sash	...			...			...			3	15	0	...			...			...		
Tunic	9	9	0	9	9	0	10	10	0	8	8	0	...			...			...		
Trousers	4	4	0	2	5	0	4	4	0	2	5	0	5	15	6	5	15	6	5	15	6
UNDRESS :—																					
Belts	2	2	0	...			...			2	2	0	4	14	6	5	5	0	4	14	0
Patrol Jacket	5	5	0	6	6	0	6	6	0	5	5	0	10	10	0	...			...		
Coat, Great (Cloak)	7	7	0	7	7	0	7	7	0	7	7	0	...			...			...		
Cap, Forage	1	10	0	1	15	0	1	16	0	1	8	0	2	12	6	2	12	6	2	12	6
Jacket (Shell)	8	8	0	7	7	0	6	6	0	5	5	0	7	7	0	7	7	0	7	7	0
Jacket Cord	...			...			...			...			0	10	6	1	10	0	1	5	0
Spurs	...			...			...			...			0	15	6	0	15	6	0	15	6
Sword Knot	0	5	6	...			0	5	6	0	15	6	0	15	6	0	15	6	0	15	6
Sketching Case, Pouch, Belt, &c. Sword Belt	2	15	0	...			5	5	0	...			...			...			...		
Trousers	2	5	0	2	5	0	2	5	0	2	5	0	2	12	6	2	12	6	2	12	6
Waistcoat, Mess	2	10	0	1	15	0	1	15	0	1	15	0	5	15	6	...			6	16	6
Total	60	1	6	57	15	0	65	19	0	50	7	6	112	15	6	116	11	0	104	4	6

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16.—NECESSARY OUTFIT FOR A GENTLEMAN PROCEEDING TO INDIA BY THE OVERLAND ROUTE.

No. of Articles.	Rate. s.	d.	Amount. £	s.	d.
24 Long or India Cloth Shirts, with Linen Fronts each	6	6	11	14	0
12 Kashmir Flannel Shirts each	17	6	10	10	0
4 Flannel Shirts each	12	6	2	10	0
36 Shirt Collars each	1	0	1	16	0
1 Set Common Studs for Shirts	2	6	0	2	6
12 Thresher's* India Gauze Waistcoats ..each	8	6	5	2	0
12 Pairs Calico Drawers per pair (or Elastic Cotton Drawers, 7s. 6d per pair)	4	6	2	14	0
6 Flannel or Kashmir Sleeping Jackets...each	12	6	3	15	0
6 Pairs Flannel or Kashmir Pyjamas.....each	12	6	3	15	0
12 Pairs Fine Cotton Socks per pair	1	6	0	18	0
6 Pairs Silk Socks per pair	7	6	2	5	0
12 Pairs Fine Woollen Socks per pair	2	6	1	10	0
36 Cambric Pocket Handkerchiefs....each	1	0	1	16	0
2 Black Gauze Silk Cravats each	2	6	0	5	0
6 Coloured Silk Cravats or Ribbons each	3	6	1	1	0
12 White Dress Ties each	0	10	0	10	0
6 Pairs Cotton or Thread Gloves per pair	1	6	0	9	0
2 Pairs Braces per pair	3	6	0	7	6
12 Towels each	1	0	0	12	0
6 Bathing Towels....each	1	9	0	10	6
1 Dressing Gown	25	0	1	5	0
1 Clothes Bag	5	6	0	5	6
1 Maude or Railway Wrapper, extra size	25	0	1	5	0
2 Thresher's* India Tweed Suits....each	58	0	5	16	0
1 Dress Coat—fine Diagonal cloth	84	0	4	4	0
1 Dress Waistcoat....	18	0	0	18	0
1 Pair Dress Trousers....	32	0	1	12	0
1 Fine Cloth Frock Coat..	84	0	4	4	0
2 Pairs Fine Tweed or Cashmere Trousers per pair	30	0	3	0	0
2 Coloured Waistcoats each	12	6	1	5	0
1 Warm Overcoat	63	0	3	3	0
2 Pairs Bedford Cord Breeches per pair	45	0	4	10	0
2 Pairs Bedford Cord Leggings per pair	15	6	1	11	0
1 Very thin Waterproof Coat....	30	0	1	10	0
2 Pairs Canvas Shoes....per pair	10	6	1	1	0
2 Pairs Walking Boots per pair	25	0	2	10	0
2 Pairs Dress Boots per pair	42	0	4	4	0
1 Pair thick Shooting Boots	30	0	1	10	0
1 Pair Slipper	10	6	0	10	6
1 Good Roll Dressing Case....	50	0	2	10	0
1 Box Windsor Soap and Perfumery....about	10	0	0	10	0
1 Japanned Writing Case, with extra supply of Stationery	55	0	2	15	0
1 Tweed Cap....	7	6	0	7	0
1 Hat	18	0	0	18	0
1 Indian Sun Helmet....	18	6	0	18	6

* Thresher and Glenny, 152, Strand, London.

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NECESSARY OUTFIT FOR GENTLEMEN—*Continued.*

No. of Articles.	Rate.	Amount.
	s. d.	£ s. d.
1 Pith Solar Topee		
2 Overland Trunks each	45 0	4 10 0
1 Cabin Bag	30 0	1 10 0
1 Air-tight Tin Case, for Papers or Cloth Clothes	35 0	1 15 0
1 Deal Cover for do.....	12 6	0 12 6
1 Small Leather Bag	8 6	0 8 6
*1 Case, containing Plated Spoons, Forks, &c., for 3 persons, viz., 3 of each	90 0	4 10 0
1 Small Medicine Chest	84 0	4 4 0
1 Green or Blue Veil	3 6	0 3 6
1 Umbrella.....	21 0	1 1 0
1 White Cover for ditto	5 6	0 5 6
1 Sponge and Bag.....	12 6	0 12 6
White Puggries. Flannel or Silk Cummerbunds		

The foregoing list contains everything that is really necessary for the purpose, and the numbers are is limited as a gentleman can take with any degree of comfort. Glove and boot-trees should not be forgotten, nor a last, as the native sambur skin makes excellent racket and shooting boots. Many articles not mentioned may be more conveniently purchased in India, at a fair price; and some may be found unnecessary.

An experienced Correspondent remarks:—"All white clothes, such as white trousers, white coats, white shirts, &c., are much cheaper, and made so as to stand the washing much better, if obtained in India. Let the traveller take a pattern of one shirt or trouser, as the case may be; give it as a sample to a native tailor in the bazaar, and he will get a perfect fit in return. If the traveller buys a mosquito net at home it may not fit his bedstead when he arrives in India, and he can obtain the article for less than 25s., and save carriage, &c." Every article should be washed, marked, and numbered, so as to prevent the seizure of anything taking place, or duty being levied thereon, when travelling through France, Germany, Austria, or Italy. It will also be prudent, when purchasing or ordering the outfit, to specify distinctly that the fronts, shirts, collars, trousers, vests, coats (except those made of cloth), should be made without any buttons, holes merely being affixed to them for studs in lieu thereof.

J. Piggott's "Ventilatorium," at 115, Cheapside, is a double coat, so ingeniously made, that it is both thoroughly ventilating and perfectly waterproof; and is comfortable for driving and riding at all seasons, especially in hot climates and foreign parts.

* The Manufactures of Messrs. Elkington & Co. are held in the highest public estimation for that purpose.

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17.—GENERAL HINTS.

The following are from Dr. F. Hogg's "Indian Notes."

Chemicals.—Mothers should take a supply of quinine, ipecacuhana, chlorodyne, bromide of potass, pyretic saline or fruit salt, aperient pills, and mustard leaves. Such disinfectants as carbolic acid, Condy's fluid, toilet vinegar, and lavender water, may be got on board.

Troopships.—Bed linen for the officers is changed thrice a week. Bills must be paid in cash before disembarking. Mess charges for those entitled to a public passage are 5s a day for ladies over 16; children, 7 to 16, three-fourths; children, 1 to 7, 2s. 6d.; female servants, 9d. to 2s. a day. Children and nurses keep the starboard side. Children keep out of the saloon except at meals. No food is allowed in the cabins, to prevent putrefaction in the hot weather. Let the cabin ports and scuttles be opened by the carpenters men. Hang wet things on the deck lines, not in the cabin. Be careful of unprotected candles or matches; fixed lamps should be used. Sprinkle turpentine over linen, to kill insects and keep away foul airs. The cabins are inspected by the captain twice a week. When thirsty, take tea, or claret and water; not beer, wine, or spirits. Hang your key to a chain, with scissors, pencil, cork-screw, knife, and button hook—all handy. Paper collars and cuffs are useful.

In India.—Furniture may be bought at all large Indian towns. Ladies can get things through parcel post, by leaving measures at home. All the large stations have refreshment rooms.

Reminder.— Take soap, towels, hot water bottle, spirit lamp for cooking, tea, biscuits, beef essence, good brandy, chlorodyne, soda water, quinine (the neutral sulphate for injection in ague), sal volatile (good for stings and bites), tincture of opium ("opium is food and medicine" in a fever district, says Dr. Hogg), turpentine, mustard, and flannel belt for the stomach. Do not take water in India, or too much tea or brandy and soda. Do not exceed two ounces of brandy or whisky in the evening. Dr. Hogg's book contains a useful list of Indian herbs and simples.

Passenger Ships.—Dr. Wilson (in his "Ocean as a Health Resort"), *apropos* of the fact that the long sea trip to the Cape and Australia is recommended to invalids on the grounds of change of scene and of climate, observes that some necessary articles are supplied in sailing ships; as an iron bedstead, swing-cot, wash-stand, looking-glass, bottle-rack, and sometimes bedding. In certain cases, bedding, linen, towels, and necessary furniture, will be provided for £5 extra.

Reminder.—Towels, easy chair, water can, foot-bath, lamp, book-shelf, pocket, clothes-bag, hooks; chest of drawers, woollen suits, overcoats, flannel shirts, socks, flannel pyjama; candles, soap, writing case, housewife.

He advises the passenger to keep a "Meteorological Journal," to help fill up his time, ruled in this order:—1, date; 2, latitude and longitude of the ship, from her log; 3, height of barometer, which, in the tropics, he says, rises and falls daily, about 10-30 a.m. and 4-30 p.m., and also at 10 p.m. and 5 a.m.; 4, temperature of the sea surface; 5, dry and wet bulb temperature, by Mason's hygrometer, which is merely a couple of thermometers—one dry bulb, one wet—showing the relative moisture or dryness of the air; 6, quantity of cloud, represented by figures 1-10th, 2-10th, 3-10th, &c., up to 1, when the whole sky is covered; 7, direction and force of wind—0 for calm, 1, 2, &c., up to 12, for a hurricane; 8, general remarks.

18.—SELECTION OF A ROUTE TO INDIA.

Of Overland Routes to Alexandria, by the P. and O. Company's steamers, it is obvious that the longest is that *viâ* London (Route 2). The shortest sea voyage is made by taking the Route through Italy to Brindisi (Routes 1, 3, &c.)

TRIP ROUND THE WORLD.

Colonel Bridges ("Round the World in Six Months") took with him the following:—A pair of strong bullock trunks; small portmanteau; black leather bag; and bundle of rugs and coats. A deep round canvas bag like a sailor's (not tarpaulin), with a strap and padlock, for dirty linen. Small waterproof bag for odds and ends, to hang up in the cabin. No hat box, as there is no occasion "for a tall hat." Leather portmanteaus bear knocking about better than wood or tin. For Clothes—An ordinary dress; also, a thin yachting

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suit and a couple of pair of brown canvas shoes; and one pair with indiarubber soles for use on board. Six white linen jackets; six pair white trousers; plenty of thin flannel and linen shirts; and two suits of pyjamas. For Boots—A pair of riding boots and breeches; two pair shooting boots; two pair ordinary walking boots; one pair dress boots.

Among *etcæteras* were—Six cholera belts; three white linen umbrella covers, well shrunk; pair of field glasses; revolver in holster, with belt. Aneroid barometer; a thermometer; and a compass. Drinking cup; metal soap box; small boot jack; and housewife.

In India Madras time is kept at all stations. The money in use is the rupee=2s. nominal, divided into 16 annas of 1½d. "Hire your own servants, as hotel servants pay little attention. In going about India it is the universal custom to take one's bedding and pillows in waterproof cases. Useful things are—a rizai or thick quilt; rug or coloured blanket; pillow and two pillow cases; two pair sheets; six towels; six dusters; boot brushes and blacking; a solar hat, and six cholera belts (as above) bought of Thresher and Glenny, in the Strand." Forbes's "Hindostani Manual," bought of Thacker and Spink, Calcutta. For Railways, the "Indian Travellers Railway Guide." The Tables and Vocabulary in this *Overland Guide* will be found of use.

For medicines—"Chlorodyne, for cholera and diarrhœa. Eno's fruit salt; Cockle's pills; Alcock's porous plaister, for rheumatism; Rigollot's mustard leaves, for sore throat; carbolic acid, for smells; sticking plaister."

Col. Bridges found "Letters of credit from Cox's or Coutt's to be better than circular notes. Money is got in all the towns. Without a servant £100 a month is enough." He spent above £500 in six months; better to allow £200 over. Start in Mid-August, if going west; or Mid-November, if for Egypt or India.

19.—DEPARTURE FOR, AND RETURN FROM, INDIA.

The best time of the year to leave England for India is October and November, which will enable the unacclimatised to arrive at any of the Presidencies in the cool season. Except in cases of emergency, Europeans (proceeding Overland) had better not leave England later than February, for it is trying for them to make their first visit to India either in the hot (May) or rainy (June) season, when they are most liable to attacks of those diseases peculiar to the climate. The old Indian, homeward-bound, ought to leave India in April, at the latest, and sojourn some time in Italy and France (*Bradshaw's Handbooks* of these countries will afford him valuable information) before returning to England, or he may find the change of climate too severe for his shattered constitution.

Average length of voyage from England to places in the East:—

	By Mail Steamer.	By Sailing Ship.*
Aden	21 days.	120 days.
Adelaide	50 ,,	80 ,,
Alexandria	12 ,,	40 ,,
Batavia	45 ,,	95 ,,
Bombay	28 ,,	100 ,,
Brisbane	50 ,,	95 ,,
Buenos Ayres	30 ,,	60 ,,
Cadiz	5 ,,	15 ,,
Calcutta	39 ,,	110 ,,
Cape Town	25 ,,	65 ,,
Colombo	31 ,,	100 ,,
Constantinople	16 ,,	35 ,,
Corfu	21 ,,	50 ,,
Gibraltar	5 ,,	15 ,,
Halifax	11 ,,	— ,,
Hong Kong	46 ,,	110 ,,
King George's Sound	43 ,,	90 ,,
Madeira	6 ,,	20 ,,
Madras	34 ,,	100 ,,
Malta	9 ,,	20 ,,
Manila	60 ,,	100 ,,
Mauritius	30 ,,	80 ,,
Melbourne	52 ,,	80 ,,
Natal	33 ,,	75 ,,
New Zealand	62 ,,	120 ,,
Port Said	13 ,,	—
Quebec	15 ,,	32 ,,
Rio de Janeiro	22 ,,	— ,,
Shanghai	50 ,,	120 ,,
Sierra Leone	14 ,,	36 ,,
Singapore	39 ,,	100 ,,
St. Helena	18 ,,	50 ,,
Suez	14 ,,	—
Sydney	55 ,,	85 ,,
Tasmania	54 ,,	80 ,,
Valparaiso	38 ,,	110 ,,
Yokohama	56 ,,	120 ,,

* Most vessels run *via* the Canal, but some take the Cape Route.

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On late occasions the time (including stoppages) has been as follows:—

Mail Steamers to Melbourne 44 to 48 days.
Steamers *viâ* Singapore and Queensland 47 to 54 ,,
Direct round the Cape 50 to 64 ,,
Homeward by Cape Horn 61 to 70 ,,

29. EXAMINATIONS FOR THE CIVIL SERVICE OF INDIA.

REGULATIONS FOR THE OPEN COMPETITION OF ——

N.B.—The Regulations are liable to be altered in future years. Copies sent on application.

1. On and following days, an Examination of Candidates will be held in London. Not fewer than Candidates will be selected, if so many shall be found duly qualified. Of these, will be selected for the Lower Provinces of Bengal (and Assam), Upper Provinces (with the Punjab and Oude), and Burma; for Madras; and for Bombay.*—Notice will hereafter be given of the days and place of examination.

2. No person will be deemed qualified who shall not satisfy the Civil Service Commissioners,

(*a*) That he is a natural-born subject of Her Majesty.

(*b*) That his age, on the will be above seventeen years and under nineteen years. [N.B.—In the case of *Natives of India* this must be certified by the Government of India, or of the Presidency or Province in which the Candidate may have resided.]

(*c*) That he has no disease, constitutional affection, or bodily infirmity unfitting him, or likely to unfit him, for the Civil Service of India.†

(*d*) That he is of good moral character.

(*e*) That he has paid the fee of £6 prescribed by the Order in Council of March, 1879.

3. Should the evidence upon the above points be *primâ facie* satisfactory to the Civil Service Commissioners, the Candidate will, upon payment of the prescribed fee, be admitted to the Examination. The Commissioners may, however, in their discretion, at any time prior to the grant of the Certificate of Qualification hereinafter referred to, institute such further inquiries as they may deem necessary; and if the result of such inquiries, in the case of any Candidate, should be unsatisfactory to them in any of the above respects, he will be ineligible for admission to the Civil Service of India, and, if already selected, will be removed from the position of a Probationer.

4. The Examination will take place only in the following branches of knowledge:—

	Marks.
English Composition	300‡
History of England—including a period selected by the Candidate	300‡
English Literature	500
Greek Language	600
Latin do.	800
French do.	800
German do.	500
Italian do.	400
Mathematics (pure and mixed)	1,000‡
Natural Science (that is, elements of any two of the following):—Chemistry, 500; Electricity and Magnetism, 300; Experimental Laws of Heat and Light, 300; Mechanical Philosophy, with outlines of Astronomy, 300.	
Logic	300
Elements of Political Economy	300
Sanskrit	500‡
Arabic	500‡

Candidates are at liberty to name any or all of these branches of knowledge. No subjects are *obligatory*.

* The number of appointments will be announced hereafter.

† Evidence of health and character must bear date not earlier than a month previous.

‡ A considerable portion of the marks for English History and Literature will be allotted to the work selected by the Candidate. In awarding marks for this, regard will be had partly to the extent and importance of the periods or books selected, but chiefly to the thoroughness with which they have been studied. The Examination will range from Arithmetic, Algebra, and Elementary Geometery, up to the elements of the differential and integral calculus, including the lower portions of applied Mathematics. The standard of marking in Sanskrit and Arabic will be determined with reference to a high degree of proficiency, such as may be expected to be reached by a Native of good education.

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5. The merit of the persons examined will be estimated by marks; and the number set opposite to each branch in the preceding regulation denotes the greatest number of marks that can be obtained in respect of it.

6. The marks assigned to Candidates in each branch will be subject to such deduction as the Civil Service Commissioners may deem necessary (*), in order to secure that "a Candidate be allowed no credit at all for taking up a subject in which he is a mere smatterer."

7. The Examination will be conducted on paper and by *vivâ voce* Examination, as may be deemed necessary.

8. The marks obtained by each Candidate, in respect of each of the subjects in which he shall have been examined, will be added up, and the names of the several Candidates who shall have obtained a greater aggregate number of marks than any of the remaining Candidates will be set forth in order of merit, and such Candidates shall be deemed to be selected Candidates for the Civil Service of India, provided they appear to be in other respects duly qualified. Should any of the selected Candidates become disqualified, the Secretary of State for India will determine whether the vacancy thus created shall be filled up or not. In the former case, the Candidate next in order of merit and in other respects duly qualified shall be deemed to be a selected Candidate. A selected Candidate declining to accept the appointment which may be offered to him will be disqualified for any subsequent competition.

9. Selected Candidates before proceeding to India will be on probation for two years, during which time they will be examined periodically, with a view of testing their progress in the following subjects †:—

	Marks.
1. Classical Languages of India:	
Sanskrit	500
Arabic	400
Persian	400
2. The History and Geography of India	350
3. Law	1,250
4. Political Economy	350

* Marks assigned in English composition and mathematics will be subject to no deduction.

† Full instructions as to the course of study to be pursued will be issued to the successful candidates as soon as possible after the result of the open competition is declared.

In these Examinations, as in the open competition the merit of the Candidates examined will be estimated by marks, and the number set opposite to each subject denotes the greatest number of marks that can be obtained in respect of it at any one Examination. The Examination will be conducted on paper and by *vivâ voce* Examination, as may be deemed necessary. The last of these Examinations will be held at the close of the second year of probation, and will be called the "Final Examination," at which it will be decided whether a selected Candidate is qualified for the Civil Service of India. At this Examination Candidates will be permitted to take up any one of the following branches of Natural Science, viz.: Botany, Geology, or Zoology, for which 350 marks will be allowed.

10. Any Candidate who, at any of the periodical Examinations, shall appear to have wilfully neglected his studies, or to be physically incapacitated for pursuing the prescribed course of training, will be liable to have his name removed from the list of Selected Candidates.

11. The Selected Candidates who, at the Final Examination, shall be found to have a competent knowledge of the subjects specified in Regulation 9, and who shall have satisfied the Civil Service Commissioners of their eligibility in respect of nationality, age, health, and character, shall be certified by the said Commissioners to be entitled to be appointed to the Civil Service of India, provided they shall comply with the regulations in force, at the time, for that Service.

12. Persons desirous to be admitted as Candidates must apply on Forms, which may be obtained from "The Secretary, Civil Service Commission, London, S.W.," at any time after the 1st December, 188–. The Forms must be returned so as to be received at the office of the Civil Service Commissioners on or before 31st March, 188–. These Forms should be accompanied by evidence on the first four of the points mentioned in Regulation 2, and by a list of the subjects in which the Candidate desires to be examined. Evidence of health and character must bear date not earlier than 1st March, 188–. Applications for leave to alter or add to the list of subjects named will not be entertained unless received on or before the 5th of May.

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The Civil Service Commissioners are authorised by the Secretary of State for India in Council to make the following announcements:—

(1.) Selected Candidates will be permitted to choose,* according to the order in which they stand in the list resulting from the open competition as long as a choice remains, the Presidency (and in Bengal the Division of the Presidency) to which they shall be appointed, but this choice will be subject to a different arrangement, should the Secretary of State or Government of India deem it necessary.

(2.) The Probationers, having passed the necessary Examinations, will be required to report their arrival in India, within such period after the grant of their Certificate of Qualification as the Secretary of State may in each case direct.

(3.) The seniority in the Civil Service of India of the selected Candidates shall be determined according to the order in which they stand on the list resulting from the Final Examination.

(4.) An allowance amounting to £300 will be given to all Candidates who pass their probation, at one of the Universities or Colleges which have been approved by the Secretary of State, viz., the Universities of Oxford, Cambridge, Glasgow, Edinburgh, St. Andrew's, and Aberdeen; Trinity College, Dublin, University College, London, and King's College, London, provided such Candidates shall have passed the required Examinations to the satisfaction of the Commissioners, and shall have complied with such rules as may be laid down for the guidance of Selected Candidates.

(5.) All Selected Candidates will be required, after having passed the second periodical Examination, to attend at the India Office for the purpose of entering into an agreement binding themselves, amongst other things, to refund in certain cases the amount of their allowance in the event of their failing to proceed to India. For a Candidate under age a surety will be required.

(6.) After passing the Final Examination, each Candidate will be required to attend again at the India Office, with the view of entering into covenants and giving a bond for £1,000, jointly with two sureties, for the due fulfilment of the same. The stamps payable on these documents amount to £1.

(7.) Candidates rejected at the Final Examination of will in no case be allowed to present themselves for re-examination.

For Pay of Indian Civil Servants, see the respective Directories of each Presidency. For Civil Pension and Leave Codes, see the *India List*.

* This choice must be exercised immediately after the result of the open competition is announced, on such day as may be fixed by the Civil Service Commissioners.

NOTICE RESPECTING THE EXAMINATION IN THE HISTORY OF ENGLAND AND ENGLISH LITERATURE.

History of England.

For the guidance of Candidates who may have a difficulty in making their selections for special study under this head, the following list is given as indicating the character and amount of reading that would be regarded as satisfactory.

Any one of the following periods, to be studied generally in "Bright's History," and particularly in portions, selected by the Candidate, of the Textbooks named:—

1. Henry II. to Edward III., A.D. 1154-1377.—Stubbs' Select Charters; Stubbs' Constitutional History of England.

2. The Tudors, A.D. 1485-1603.—Hallam's Constitutional History of England; Froude's History of England.

3. The Stuarts, A.D. 1603-1714.—Hallam's Constitutional History of England; Macaulay's History of England.

4. A.D. 1714-1805. — Lord Stanhope's History; Sir T. E. May's Constitutional History; *either* Massey's Reign of George III. *or* Lord Stanhope's Life of Pitt.

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English Literature.

Under this head there will be (besides the general paper) a special paper on the following books:—

1. Chaucer.—Prologue to the Canterbury Tales, with the Knight's Tale.
2. Shakespeare.—The Tempest, Richard II.
3. Byrom.—Childe Harold, Cantos iii. and iv.
4. Bacon.—Essays, xxvii. to lviii. inclusive.
5. Johnson.—"Six Chief Lives of the Poets." viz.:—of Milton, Dryden, Swift, Addison, Pope, and Gray; with Macaulay's Biography of Johnson.

The oral examination in English Literature will have reference chiefly to such works, not included in the foregoing list, as the Candidate may offer for the purpose.

21.—CHAPLAINS.

REGULATIONS FOR THEIR ADMISSION.

Candidates for appointments as Junior Chaplains must have been two years in Orders, and be under 34 years of age, and prior to appointment must produce their letters of Orders, as Deacon and Priest, as well as Testimonial, signed by three beneficed clergymen. Appointments are subject to the approval of the Archbishop of Canterbury or the Bishop of London.

Chaplains must proceed to destination within 4 months from date of their nomination by the Secretary of State; or in failure thereof, without leave obtained from the Secretary of State for India in Council, their appointments will lapse.

Chaplains must, as a condition of their appointment, subscribe to the Indian Service Family Pension Fund from the date of their arrival in India.

The widows and families of Chaplains are also entitled to pensions, under the terms of such Royal Warrant, regulating the grant of pensions to the widows and families of British Officers, as may be in force at the time being. (The Royal Warrant of 11th March, 1882, is the one now in force.)

For Regulations as to Leave of Absence, &c., see the *India List.*

22.—CIVIL FURLOUGH REGULATIONS.

For Abstract of Indian Civil Pension and Leave Codes, see *India List.*

INDIAN MILITARY FURLOUGH REGULATIONS; RETIREMENT REGULATIONS; STAFF CORPS REGULATIONS; SALARIES AND PENSIONS.—See *India List.*

23.—EXAMINATION OF CANDIDATES FOR THE ROYAL INDIAN CIVIL ENGINEERING COLLEGE, COOPER'S HILL, STAINES.

Staff of the College.

President—General Sir A. Taylor, K.C.B., R.E.

Professor of Construction—Callcott Reilly, Esq., Mem. Inst.C.E.

Professor of Hydraulic Engineering and Mechanism—W. C. Unwin, Esq., Bac. Sc. Assoc.-Inst.C.E.

Assistant Professor of Engineering—A. H. Heath, Esq., Assoc. Inst.C.E.

Professor of Mathematics—Rev. J. Wolstenholme, M.A.

Professor of Applied Mathematics—G. M. Minchin, Esq., M.A.

Professor of Surveying—Lieut.-Col. W. H. Edgcome, R.E.

Professor of Experimental Science—Herbert McLeod, Esq., F.R.S.

Professor of Physics—W. Stocker, Esq., M.A.

Instructor in Surveying — Lieutenant-Colonel E. H. Courtney, R.E.

Instructor in Geometrical Drawing and Lecturer in Architecture—T. H. Eagles, Esq., M.A.

Instructor in Freehand Drawing— ——

Lecturer in Geology and Mineralogy—Professor P. M. Duncan, M.B., F.R.S.

Bursar—J. P. Pasco, Esq., R.N. (retired).

Secretary—J. Whiffen, Esq., R.N. (retired)

Chaplain—Rev. C. Crosslegh, D.D.

REGULATIONS FOR ADMISSION TO THE ROYAL INDIAN ENGINEERING COLLEGE, COOPER'S HILL (NEAR STAINES).

The Royal Indian Engineering College has been established under the orders of the Secretary of State for India in Council, in view to the education of Civil Engineers for the service of Government in the Indian Public Works Department;

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but it is open, to the extent of the accommodation available, to all persons desirous of following the course of study pursued there.

2. Sixty students will be admitted yearly to the College. Candidates for admission must be between the ages of seventeen and twenty-one years on the 1st day of July of the year of admission, and of good moral character; they must have had a good general education, and have attained to a sufficient degree of proficiency in elementary mathematics to enable them to follow the College course with advantage.

3. Applications for admission, supported by certificates of character and evidence of age, should be addressed to the Secretary to the College, not later than the 1st of July in each year.*

4. Candidates whose applications are found satisfactory as to age and character will be required to undergo an examination, to be held at the College, about the end of June, in the following subjects:—(1.) English Composition, to the extent of being able to write grammatically, and with correct spelling, in a neat and legible hand. (2.) The following branches of mathematics—viz., Arithmetic, Algebra,† Geometry,‡ Mensuration, and Plane Trigonometry.§ They will also be required to give evidence of having received a fair general education, by certificate from their school or college, or by undergoing an examination in some classical or modern language, and in history or geography.

5. In the event of there being more candidates for admission than the College can receive, the preference will be given to qualified candidates according to the date of their applications for admission.

6. A fee of £2 will be payable in advance by each candidate accepted for examination, and will not under any circumstances be returnable.

7. The College course extends over three years. Each annual session begins in September, and is divided into three terms, with vacations of four weeks at Christmas, two weeks at Easter, and eight weeks in the Summer.

8. An annual charge of £180 is made for each student, which must be paid in advance to the Bank of England, in three sums of £60 per term. Full directions as to the mode of payment will be forwarded from the India Office, shortly before the fees fall due, to the parents or guardians of the Students.

9. A deposit of £5 is required to be paid by each Student on admission to the College, as caution money, to cover charges incurred by him for damage to books, instruments, &c., or any College bills outstanding on leaving the College, when the balance standing at his credit will be repaid. This deposit is to be paid with the fee for the first term, making the total payment on that occasion £65.

10. The College fees include all charges for tuition, board, according to the College tariff, and lodging, with washing, but not for medical attendance. Students are required to provide their own class books and drawing instruments. Drawing paper, drawing boards, and surveying instruments, are provided by the College.

11. The subjects of study at the College are:—
Mathematics, pure and applied.
Mechanics of Engineering.
Design of Structures and Machines.
Elementary Principles of Architectural Design.
Surveying.
Estimating.
Mechanical Drawing and Descriptive Geometry.
Freehand Drawing.
Chemistry, Physics (Mathematical and Practical), Physical Geography, and Geology.
Accounts.
French and German.
Telegraphy.

12. The proficiency of the students in the studies pursued is tested by periodical examinations, and by assigning values to the drawings, surveys notes, &c., executed by them while at the College.

13. A certain minimum of qualification is required in each branch of study, as well as a certain minimum of average proficiency in all the branches taken together, as tested by the aggregate marks gained, in order to obtain the ordinary College diploma (*see* Art. 16); but students are encouraged to pursue more particularly those branches of

* The needful forms of application may be obtained from the Secretary to the College.
† The minimum includes Quadratic Equations and the Binomial Theorem.
‡ The first four and sixth books of Euclid.
§ The minimum includes the solution of Plane Triangles.

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study beyond the limits of the obligatory course for which they may show special aptitude. Superior attainments will be recognised by special diplomas.

14. Every student will be required to conform to the College rules, to exhibit due diligence in his studies throughout his course, and to give evidence of satisfactory progress at the different examinations, failing which, or in the event of serious personal misconduct, he will not be allowed to remain at the College.

15. A final examination will be held during the last year, with the assistance of special examiners not connected with the College. This final examination, in addition to paper work and *vivâ voce* questioning, will embrace exercises in surveying, drawing, designing, and estimating, which will occupy some weeks in execution.*

16. Students who pass out of the College with special distinction will be appointed Honorary Fellows of the College. The Diploma of Associate will be bestowed on all others who pass out in Honours. All others who come up to the prescribed standard of qualification will receive the ordinary College Diploma of Graduate.

INDIAN PUBLIC WORKS APPOINTMENTS.

17. Appointments in the Indian Public Works Department will be available yearly for the passed students of the College, to the extent of the vacancies in that branch of the service. The minimum number of the appointments to be so given will be notified in each case, if possible, three years beforehand, at the time of the admission to the College of the Students concerned.

18. The passed students, being British subjects, of sound constitution, and free from any serious physical defects which would render them unfit for employment in the Public Works Department of India, the final decision on which point will rest with the Secretary of State for India, will be eligible for these appointments in their order of standing at the final examination.

19. The passed students thus selected will be appointed Assistant Engineers, Second Grade, from the date of their passing out of the College, from which date also their service for furlough and pension will count. They will be provided with free passages to India, either on leaving the College or after the completion of a course of practical engineering in England, as may be arranged. (*See* Art. 22.)

20. They will be allowed before leaving for India to choose the province and branch of the profession in which they desire to be first employed, according to their standing and within the limit of the available vacancies in the different branches, on the understanding, however, that they will be at all times liable to transfer from one province or branch to another at the pleasure of the Government of India, and according to the exigencies of the public service.

21. It should also be understood that the prescribed departmental and language examinations have to be passed in India, according to the regulations of the service, as a necessary condition for obtaining promotion to a higher grade.

22. Every Assistant Engineer may be required to go through a course of practical engineering, under a civil or mechanical engineer, before proceeding to India. While so employed he will receive pay at the rate of £150 a year, to commence from the date of entering on the practical course, and in addition will be eligible to receive a premium of from £10 to £25 in each half-year during the course, according to the degree of proficiency and diligence shown. The practical course will commonly last for a year, at the expiration of which the Assistant Engineer, if reported qualified, will be provided with a free passage to India, and will be entitled to receive his salary at the Indian rate of Rs. 4,200 per annum from the date of embarkation, unless from any cause he fails to arrive in India within two months from the date appointed for his embarkation, in which case his salary at Indian rates will begin from the date of his arrival in India.

23. The fees to the Engineers under whom the practical course is passed will be paid by the Secretary of State for India.

24. An Assistant Engineer not making a sufficiently good use of the time passed on the practical course may be liable to be required to go through a further course, without pay, before proceeding to India, or in extreme cases his appointment may be cancelled.

* Further particulars regarding the course of studies and distribution of marks allotted at the final examination will be found in the College Calendar, published by Messrs. W. H. Allen & Co., Waterloo Place, S.W., and to be had of any bookseller, price five shillings.

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25. The time spent on the practical course will count as service towards furlough and pension.

26. If the practical course in England should be dispensed with, the young Engineers will proceed direct to India, and their salaries, at Indian rates, will commence from the date of embarkation, unless from any cause they fail to arrive in India within two months from the date appointed for their embarkation, in which case their salary will commence from the date of their landing in India, as well as their service for furlough and pension, instead of from the date of passing out of College.

Indian Telegraph Appointments.

27. Nominations to the Indian Telegraph Department will also be made from the College, previous notice of the number available being given as early as practicable. Students, being British subjects, and considered fit for employment in the Indian Telegraph Department under the general conditions stated in Art. 18, will be eligible for these appointments, to the extent of the available vacancies, in their order of standing at the end of the first year's course.

28. The Students thus selected will go through a second year's course of special training at the College, on the satisfactory completion of which they will be appointed to the public service as Assistant Superintendents, Telegraph Department, the commencing salary of which grade is at present Rs. 3,000 a year, with effect from the date of passing out of the College, from which date also their services for furlough and pension will count. They will be provided with free passages to India, and their salaries will commence from the date of embarkation, unless from any cause they fail to arrive in India within two months from the date appointed for their embarkation, in which case both salary and service for pension will count from the date of their landing in India.

29. A Student selected for the Indian Telegraph Department under Art. 27, who during his year's course of special training does not attain to the prescribed standard of qualification, will be liable to have his appointment cancelled.

General Rules.

30. The College authorities, on application from the Students, will endeavour to arrange for placing those Students who pass out of the College according to the prescribed standard of qualification, but do not enter the Indian service, as pupils for one or two years with Civil or Mechanical Engineers of standing, at moderate rates of premium.

31. Chemical, physical, and mechanical laboratories, a library, gymnasium, and workshop are attached to the College. Means are also provided for the practice of photography. Students making use of the laboratories are supplied with the needful apparatus. They are required to provide their own hand tools in the workshop.

32. The responsibility for the discipline and management of the College and for the superintendence of the studies is vested in the President, under the general control of the Secretary of State for India, acting with the advice of the Board of Visitors.

33. The Students are distributed in sections, under personal charge of one of the Professors or Instructors selected as tutor by the President, to whom the tutor is responsible for exercising the proper degree of personal supervision over each student in his division, and for conducting necessary correspondence with the Student's friends.

34. Each Student is provided with a separate room furnished, and with fuel and light, also with the necessary attendance. He is required to supply his own towels and bed linen. Meals are taken in hall. Wine and beer are not included in the ordinary fare, but can be obtained from the College cellar.

35. A chapel is attached to the College.

36. Every Student will be required to go through a course of exercise in the gymnasium, and of military exercises, including the use of the rifle.

37. Students are required to wear academical dress under such regulations as may be prescribed from time to time.

38. Every Student selected for the Indian Service before proceeding to India will be required of furnish satisfactory evidence of his competency in riding.

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24.—REGULATIONS FOR ADMISSION TO THE FOREST DEPARTMENT IN INDIA.

Particulars respecting the selection of Candidates for Nomination to Junior Appointments.

(This is liable to alteration from time to time).

An Examination will be holden on the , and following days, to select two young men, *if so many are found duly qualified*, to be trained in France for the Forest Service in India.

Applicants must be natural-born British subjects, above 17 and under 23 years of age. They must be unmarried, and, if they marry before they leave this country for India, they will forfeit their appointment as Junior Assistants.

Anyone desirous of competing at the Examination must send to the Revenue Department of the India Office, on or before the next—

1. His name and parentage, a certificate, or other satisfactory evidence, of his birth, and, if under age, a statement of consent from parents or guardians.

2. A statement of the places of education at which he may have been since he was nine years old, accompanied by testimonials of good conduct during the last two years. He must also pay a fee of £4 by means of a special stamp, according to instructions which will be communicated to candidates.

Those candidates whose testimonials may be deemed satisfactory will, if passed by the Medical Board, be examined in the following branches of knowledge:—

I. English writing from dictation, and English composition.
II. Arithmetic in all its branches.
III. Algebra, up to and including the Binomial Theorem.
IV. Geometry (1st, 2nd, 3rd, 4th, and 6th books of Euclid) and Plane Trigonometry.
V. Elements of Mechanics, Physics, and Chemistry.
VI. Surveying, Land Measuring, Plan Drawing, and the use and adjustment of Instruments.
VII. A competent knowledge of French, to be tested partly by dictation, with the facility of translating into that language.

A preference will be given to those candidates who, in addition to the above, show proficiency in translation from French, and in the elements of Botany, Geology, Mineralogy, and Freehand Drawing.

They must appear personally at the India Office between the next, between the hours of 11 and 4.

Such applicants as are admitted to be candidates will be directed to appear for medical examination before the Indian Medical Board. Active habits a strong constitution, with good vision and hearing, are essential.

With a view to prevent parents and guardians from incurring the inconvenience and expense of preparing candidates who may be physically unfit for the Forest Service, it is suggested that candidates be submitted to examination by the medical adviser of the family, or any other qualified medical practitioner, with regard to the following points:—1. A weak constitution. 2. Defective vision. 3. Impaired hearing. 4. The existence of any congenital defect. It is to be understood that this private examination is merely suggested to lessen the chances of disappointment, and that it is by no means intended to take the place of, or to influence in any way, the regular official physical examination.

Those who are passed by the Board will be examined by the Civil Service Commissioners in the various branches of knowledge mentioned above.

There will also be an examination with a view to testing the physical capabilities of the candidates.

From among the candidates who attain this standard, Her Majesty's Secretary of State for India will select those whom he deems best adapted to the Service.

The candidates accepted by the Secretary of State must undergo a regular course of training of two years and a half, in France or elsewhere, in the management of forests and the science of Forestry, in surveying, road making, and the

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natural sciences. The following regulations apply to those selected candidates who may be directed to proceed to the School of Forestry at Nancy, France

The course of training will commence on the , and end in the autumn of

Successful candidates will be required to attend at the India Office on a day in February to be fixed hereafter, to receive their letters of introduction before starting for the continent.

During the course of training the candidates will be expected to conduct themselves throughout in a proper and gentlemanlike manner, to obey the injunctions of the officers and professors appointed to instruct them, to use due diligence in the practical work and in their studies, and zealously to improve every opportunity for learning that may be offered them. Candidates who do not conduct themselves in a proper and gentlemanlike manner, or do not show satisfactory progress in their studies, or who may in other respects not be found fit for the duties of a Forest Officer in India, will be removed from the list of candidates on the report of the officer intrusted with the general direction of their studies.

At the end of each year of study, an Examination will be held by the officers and professors intrusted with the instruction of the candidates. Those who give proof of a satisfactory progress in the subjects in which they have been instructed will be nominated Junior Assistants in the Forest Department in India.

At intervals during the course at Nancy and at its conclusion, successful candidates will be required to appear again before the Medical Board, and if the report upon their health is satisfactory, will be nominated Junior Assistants in the Forest Department in India, their seniority being regulated by the result of the final examination.

Exclusive of School fees (£100), which will be paid by the Secretary of State, the necessary cost to candidates of board, lodging, and all other expenses at Nancy ought not to exceed £180 per annum, or £450 for the whole course of two and a half years. Board and lodging may be estimated at £8 per mensem, and school expenses, tours, &c., at £60 per annum, leaving a margin of £34 a year for journeys, and other minor expenses.

By the terms of the convention between the English and French Governments for the maintenance of pupils in the Forest School at Nancy, each pupil is bound to lodge 2,400 francs (£96) for his maintenance during the first eight months of his stay at Nancy, and 3,600 francs (£144) during each of the following years, to be paid into the hands of the school Treasurer, as a condition of the pupil being admitted, and subsequently allowed to remain at Nancy. This sum must be paid by the parents or guardians of the pupils into the Bank of England to the credit of the Secretary of State for India, on or before the dates indicated below, for which purpose receivable orders will be transmitted to them from the India Office:—

	£	s.	d.
1st March	96	0	0
1st November	72	0	0
1st May	72	0	0
1st November	72	0	0
1st May	72	0	0

Any further allowance for journeys and amusements can be paid at discretion by the parents either direct to the student or through the Treasurer. Any balance in the hands of the Treasurer at the end of each half year will be repaid on the demand of the parents or guardians.

In the interval between the conclusion of the course of instruction on the Continent and the departure for India, the candidates will be required, either to visit the Scotch forests, the dockyards, or some of the large timber slides in the Vosges or Black Forest, or to undergo a short course of botany at Kew, as may in each case be deemed most expedient.

Within a month of his nomination as Junior Assistant, each nominee must sign a covenant, in the form appended hereto, describing the terms and conditions of his appointment; and he must embark for India when required to do so by the Secretary of State, who will provide for the expenses of his passage. Any nominee not embarking when required will forfeit his appointment. Otherwise he will be allowed pay at the rate of 250 rupees (which is about the equivalent of £25 in English money) a month, from the date of his signing the covenant.

On arrival in India, the nominees will be required to report himself to the Government of India (or to the Government of Bombay or Madras, in case

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he should be sent to one of these Presidencies), and he will then be posted to such part of the forests as the service may require.

On reaching the place to which he may be appointed, the nominee will become entitled to all the rights and privileges, in respect of pay and promotion, and to leave of absence and retiring pensions accorded to officers of the Forest Department by the rules and regulations for the time being. No rise of pay or promotion will, however, take place before he has passed an examination in such one of the Native Languages as may be prescribed by the Government under which he is serving.

The candidate, and also his parent or guardian, shall sign an agreement in the prescribed form.

SUPERANNUATION ALLOWANCES AND PENSIONS TO UNCOVENANTED PERSONS.

(The Rules under these heads are very nearly the same as those already given for Civil Engineers.)

25—EXAMINATION OF CANDIDATES FOR THE APPOINTMENT OF SURGEON IN HER MAJESTY'S INDIAN MEDICAL SERVICE.

[The Regulations are subject to any alteration that may be determined on.]

1. All natural-born subjects of Her Majesty between 22 and 28 years of age at the date of the examination, and of sound bodily health, may be candidates. They may be married or unmarried. They must possess a diploma in surgery, or a license to practice it, as well as a degree in medicine, or a license to practice it in Great Britain or Ireland.

2. They must subscribe and send in to the Military Secretary, India Office, Westminster, so as to reach that address at least a fortnight before the date fixed for the examination, a declaration according to the annexed form.

3. This declaration must be accompanied by the following documents:—

(*a*) Proof of age, either by extract from the register of the parish in which the candidate was born, or by his own declaration, form of which can be obtained at the India Office, pursuant to the Act 5 and 6 Wm. 4, c. 62; such extract and declaration respectively bearing the stamps required by law.

(*b*) A certificate of moral character from a magistrate, or a minister of the religious denomination to which the candidate belongs, who has personally known him for at least two preceding years.

(*c*) A certificate of registration, in accordance with the Medical Act of 1858, of the degrees, diplomas, and licenses, possessed by the Candidate.

4. The physical fitness of candidates will be determined previous to examination by a Board of Medical Officers, who are required to certify that the candidate's vision is sufficiently good to enable him to perform any surgical operation without the aid of glasses. A moderate degree of Myopia would not be considered a disqualification, provided it did not necessitate the use of glasses during the performance of operations, and that no organic disease of the eyes existed.

Every candidate must also be free from organic disease of other organs, and from constitutional weakness, or other disability likely to unfit him for Military service in India.

5. On producing the foregoing qualifications, the candidate will be examined by the Examining Board in the following compulsory subjects, and the highest number of marks attainable will be distributed as follows:—

	Marks.
a. Anatomy and Physiology	1,000
b. Surgery	1,000
c. Medicine, including Therapeutics, the diseases of women and children	1,000
d. Chemistry and Pharmacy, and a practical knowledge of Drugs	100

(The examination in medicine and surgery will be in part practical, and will include operations on the dead body, the application of surgical apparatus, and the examination of medical and surgical patients at the bedside.)

6. The eligibility of each candidate for the Indian Medical Service will be determined by the result of the examinations in these subjects only.

7. Candidates, who desire it, will be examined in French, German, and Hindustani, Comparative Anatomy, Zoology, Natural Philosophy, Physical Geography, and Botany, with special reference to Materia Medica.

8. The number of marks gained in these subjects will be added to the total number of marks obtained in the obligatory part of the examination by can-

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didates who shall have been found qualified for admission, and whose position on the list of successful competitors will thus be improved in proportion to their knowledge of modern languages and natural sciences.

9. The maximum number of marks allotted to the voluntary subjects will be as follows:—

	Marks.
French, German, and Hindustani (150 each)	450
Natural Science	300

10. The subjects for this part of the examination will be taken from the following books:—

"Animal Kingdom," by W. S. Dallas, F.L.S.

"Outlines of the Structure and Functions of the Animal Kingdom," by Rymer Jones; or "Cours Elémentaire d'Histoire Naturelle," par Milne Edwards.

Lindley's "School Botany;" Lindley's "Medical and Economic Botany;" Henfrey's "Elementary Course of Botany."

"Elements of Natural Philosophy," by Golding Bird and C. Brooks.

"Physical Geography," by Mrs. Somerville.

11. The Examiners in London will prepare a list in order of merit, with the marks affixed in the different subjects, to be transmitted to the Director General and communicated to the Professors of the Army Medical School. If any candidate is found to be deficient in any particular subject, this shall be stated, in order that he may receive special instruction on the point at Netley.

12. After passing his preliminary examination, candidates will be required to attend one entire course of Practical Instruction at the Army Medical School, Netley, before being admitted to examination for a commission, on—

(1.) Hygiene.
(2.) Clinical and Military Medicine.
(3.) Clinical and Military Surgery.
(4.) Pathology of Diseases and Injuries Incident to Military Service.

These courses are to be of not less than four months' duration; but candidates who have already gone through a course at Netley as candidates for the Army or Navy Medical Service may, if thought desirable, be exempted from attending the School a second time.

13. During the period of his residence at the Army Medical School, each candidate will receive an allowance of 8s. per diem, with quarters, or, when quarters are not provided, then with the usual lodging fuel and light allowances of Subalterns, to cover all cost of maintenance; and he will be required to provide himself with uniform (viz., the Regulation undress uniform of a Surgeon of the British Service, but without the sword).

14. All candidates will be required to conform to such rules of discipline as the Senate may, from time to time, enact.

15. At the conclusion of the course, candidates will be required to pass an examination on the subjects taught in the School at Netley. The examination will be conducted by the Professors of the School

The Director-General, or any Medical Officer deputed by him, may be present and take part in the examination. If the candidate gives satisfactory evidence of being qualified for the practical duties of an Army Medical Officer, he will be eligible for a commission as Surgeon.

16. The position of the candidates on the list of Surgeons will be determined by the combined results of the preliminary and of the final examinations, and, so far as the requirements of the service will permit, they will have the choice of Presidency in India, according to their position in that list.

The Declaration and Schedule of Qualification, to be filled up by Candidates, may be obtained on application at the India Office, in person or by letter, addressed to Military Secretary, India Office, London, S W.

A Memorandum on the Pay, Allowances, Position, Rules of Promotion, Pension, &c., of the Medical Officer in India, may also be procured on application.

26.—ELECTRIC TELEGRAPH.

Telegraphic communication with the East and Australia is mainly carried on by means of the cables and wires of two great companies, viz., the *Eastern Telegraph Company* as far as Bombay, and the *Eastern Extension Company* from Madras to Singapore (China) and Port Darwin (Australia).

The *Eastern Company's* line, beginning in London, at 74, Old Broad Street, goes to Porthcurno, near Penzance, then strikes across the Bay of

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Biscay down the coast of Spain and Portugal, touching at Vigo, Lisbon, and Gibraltar (besides other places). At Lisbon there is connection with the Brazilian Co.'s cables. From Gibraltar the main line goes on to the Mediterranean, to Malta, and Alexandria. At Malta, a direct line to Egypt comes in, *viâ* Paris, Marseilles, and Bona, in North Africa. At Alexandria, branch lines from Greece, Cyprus, Syria, and Turkey converge.

From Alexandria the main line proceeds across Egypt to Cairo and Suez, where a branch line comes in from Asia Minor.

From Suez the line goes down the Red Sea to Aden, and crosses the Indian Ocean to Bombay, which is the limit of the Eastern system. The connection between the two companies is maintained by the Indian Government land line from Bombay to Calcutta and Madras, where the Extension system commences. Total, 18,260 miles—some parts being double and triple lines

The *Eastern Extension* line proceeds to Singapore, Saigon, Hong Kong, &c., in China. From Singapore it goes on to Batavia and Port Darwin, from which place the South Australian Government land lines cross the continent to Adelaide and Melbourne. A connection is open from Port Darwin to Port Augusta, Brisbane, and Sydney; and thence by cable to New Zealand, 1,150 miles. From Banjoewanjie to Port Darwin is a duplicate cable. At Brisbane, a cable is projected to New Caledonia and Fiji.

The Eastern Telegraph Company was formed in June, 1872, and is an amalgamation of the Falmouth, Gibraltar, and Malta, the Anglo-Mediterranean, British Indian, Submarine, and Marseilles, Algiers, and Malta Telegraph Companies. It works in connection with the Extension Company in the Eastern Hemisphere, and the North and South American cables in the Western.

The distances along the Eastern line from London to Australia by wire and cable are as follows:—

	Miles.		Miles.
Porthcurno	323	Banjoewanjie	926
Lisbon & Gibraltar (overland)	1,220	Port Darwin	1,130
Malta	1,120	Port Augusta and Adelaide (South Australia)	2,543
Alexandria	925		
Suez	226	Total	14,241
Aden	1,453		
Bombay	1,819		
Madras (overland)	720		
Penang	1,429		
Singapore	413		

of which about one-fourth is overland wire, mostly across Australia.

Port Augusta to Melbourne 650 miles; hence to New Zealand, 1,150 miles. Melbourne to Tasmania 176 miles. From Port Darwin the line is carried on to Queensland, New South Wales, &c. The charge per word to Australia varies from 10s. 8d to 10s. 10d.; to New Zealand it is 11s. 10d. Between London and Australia, and New Zealand, the difference of time varies from 9½ hours to 11½ hours. Reuter's Telegram Company, 24, Old Jewry, send messages at similar rates.

An overland line is open through France, Corsica, Sardinia, to Malta, Tripoli in Africa, and thence to Alexandria. Branch open to the Canary Isles, *viâ* Cadiz.

INDO-EUROPEAN LINE.—From London (Telegraph Street) to Vienna, Constantinople, Scutari, Diarbekr, Mosul, Bagdad (Tigris), Bussora (Euphrates), to Fao (in Mesopotamia), on the Persian Gulf, where the Turkish line ends. Hence by a line (partly duplicate) 1,150 miles long (opened 1865, by the Indian Government), to Kurrachee, passing by Bushire, Henjain (or Angawm) Island, Jask (on the Mekran coast), Charbar, Gwadur, or Gwadar (Beloochistan), Pusnee, or Pasni, Ormara, and Sonmeanee. At Bushire the land line through Persia and Russia joins; coming by way of Nordeney, Berlin, Warsaw, Kertch, Tiflis, Tabriz, Teheran, Ispahan, and Shiraz. The Persian section is for the present worked by English officers. From Kurrachee a main line is open through India to Singapore, &c.

RUSSIAN LINE.—Open to Irkrutsk and Kiachta; whence it goes to Pekin, and also down the Amoor, where a line was projected across Behring's Strait, and down the American coast to San Francisco; of which about 800 miles were laid. Messages can be sent *viâ* Kiachta to Shanghai through the London and China Telegraph Office, Cowper's Court, Cornhill.

27.—EUROPEAN POSTAL UNION.

GENERAL POSTAL UNION OF EUROPE, EGYPT, AND THE UNITED STATES.—Under the provisions of an International Treaty concluded at Berne in October, 1874, all the States of Europe, Egypt, the United States of America, Canada, Persia, &c., have formed themselves into one Postal Union, and have agreed to adopt uniform rates of postage on letters, post cards, newspapers, books, and

documents and patterns; which rates took effect from 1st July, 1875, in all the countries in the Postal Union. The uniform prepaid rate from England, or any country in the Union, to any other, henceforward is as follows:—

For Letters, 2½d. per ½oz.
,, Post Cards, 1d. each.
,, Newspapers, 1d. per 4oz.
,, Books, &c., ½d. per 2oz.

N.B.—English stamps, &c., can be used only in the United Kingdom. In Germany, German stamps must be used; and so on.

If unpaid, double the above rates.

If registered, 4d. in addition to the postage.

Letters may be sent at 4d. to 5d. per ½oz. to several countries outside the Union, including Bermuda, Brazil, Ceylon, India, Jamaica, Japan, Mauritius, with some other English colonies (not the Australian), besides the French, Danish, Netherland, Portuguese, and Spanish colonies. Cards, 1½d. to 2d.; Newspapers, 1d. to 1½d. for 4 oz; Books, 1d. to 1½d. for 2 oz. For these, and for other particulars, see *Post Office Guide*.

PARCEL POST.—A Weekly Parcel Post to India, Ceylon, and Straits Settlements, is conducted by the P. and O. Company, at a rate of 1s. per lb.; parcels not to exceed 50lbs. weight for India, or 25lbs. for Ceylon; nor the dimensions of 2ft. by 1ft. by 1ft. Books, 6d. per lb. (not to the Straits).

TELEGRAMS are sent by the Submarine Eastern, Great Northern, Indo-European, Anglo-American, and other Companies. The lowest rates from the United Kingdom to the principal countries in Europe are as follows, *for each word*:—Austria, 4½d.; Belgium, 9d.; Denmark, 4d.; France, 2½d; Germany, 3d.; Greece, 7½d.; Holland, 3d.; Hungary, 5d.; Italy, 5d.; Norway, 4d.; Portugal, 6½d.; Roumania, 5d.; Russia in Europe, 9d.; Spain, 6d.; Sweden, 5½d.; Switzerland, 4d.; Turkey in Europe, 8d. To certain other places, viz.:—Aden, 3s. 9d.; Algiers, 4d.; Australia, 10s. 8d. to 10s. 10d.; Brazil, 9s. to 13s. 8d.; Canada, 2s.; Canary Isles, 1s. 5d.; Cape, 9s. 1d. upwards; Ceylon, 4s. 10d.; Chili, 21s. 4d.; China, 8s. 4d.; Cuba, 4s. 1d. upwards; Cyprus, 1s. 0½d.; Egypt, 1s. 7d. to 2s.; India, 4s. 3d. (British Burmah, 4s. 6d.); Japan, 9s. 3d.; Java, 6s. 10d.; Madeira, 1s. 7d.; Mauritius—to Aden, thence by post; Mexico, 2s. 9d. to 4s. 9d.; Natal, 8s. 9d. to 9s. 11d.; New Zealand, 11s. 10d.; Panama, 7s. 8d. upwards; Penang, 5s. 5d.; Persia, 1s. 7d. to 3s. 9d.; Peru, 10s. 6d. to 27s. 5d.; Singapore, 6s. 3d.; United States, 1s. to 2s. 10d.; West Indies, 7s. 7d. to 14s. 3d.—See *Post Office Guide* for further particulars.

28.—MONEY ORDER OFFICES.

Money Orders are issued in the United Kingdom on the following colonies, British agencies, and Foreign countries:—

Berbice (New Amsterdam).
Belgium.
Belize (British Honduras).
British Columbia.
Canada.
Cape of Good Hope.
Ceylon (Colombo).
Constantinople.
Coquimbo.
Cyprus.
Demerara (Georgetown).
Denmark.
Egypt.
Falkland Islands.
France.
German Empire.
Gibraltar.
Gold Coast.
Heligoland.
Holland, & Dutch E. India
Hong Kong.
India.
Italy.
Japan
Malta.
Mauritius.
Natal.
New Brunswick.
Newfoundland.
New South Wales.
New Zealand.
Norway.
Nova Scotia.
Panama.
Prince Edward Island.
Queensland.
St. Helena.
Seychelles Islands.
Shanghai.
Smyrna.
South Australia.
Straits Settlements.
Sweden and Norway
Switzerland.
Tasmania.
United States.
Victoria.
West Coast of Africa.
West Indies.
Western Australia.

The scale of Commission for Orders payable abroad is as follows:—

	£2	£5	£7	£10
For sums not exceeding	s. d.	s. d.	s. d.	s. d.
If payable in Belgium, Denmark, France, the German Empire, Heligoland, Holland, Italy, Switzerland, Gibraltar, Malta, or Constantinople	0 9	1 6	2 3	3 0
,, ,, any other place abroad (including most of the Colonies) authorised to transact Money Order business with this country	1 0	2 0	3 0	4 0

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29.—DIFFERENCES OF TIME BETWEEN LONDON (OR GREENWICH) and some principal places in the "Overland Guide."

	H. M.		H. M.
Adelaide (South Australia)	9 14½ earlier.	Madrid (Spain)	0 14½ later.
Aden (Red Sea)	3 0 earlier.	Malta (Mediterranean)	0 58 earlier.
Alexandria (Egypt)	1 56 earlier.	Marseilles (France)	0 21½ earlier.
Athens (Greece)	1 35 earlier.	Mauritius (Port Louis)	3 50 earlier
Berlin (Prussia)	0 53½ earlier.	Melbourne (Victoria)	9 40 earlier.
Bombay (India)	4 51½ earlier.	Moscow (Russia)	2 30 earlier.
Brindisi (Italy)	1 12 earlier.	Munich (Germany)	0 46½ earlier.
Brussels (Belgium)	0 17½ earlier.	New York (United States)	4 56 later.
Calcutta (India)	5 54 earlier.	Odessa (Russia)	2 3 earlier.
Cape of Good Hope	1 4 earlier.	Paris (France)	0 9½ earlier.
Christiania (Norway)	0 43 earlier.	Rome (Italy)	0 50 earlier.
Cologne (Rhine)	0 28 earlier.	St. Petersburg (Russia)	2 1 earlier.
Constantinople (Turkey)	1 56 earlier.	San Francisco (United States)	8 10 later.
Copenhagen (Denmark)	0 50 earlier.	Shanghai (China)	8 3½ earlier.
Dublin (Ireland)	0 25½ later.	Singapore (Malacca)	6 55½ earlier.
Geneva (Switzerland)	0 24½ earlier.	Smyrna (Turkey)	1 49 earlier.
Gibraltar (Spain)	0 21 later.	Stockholm (Sweden)	1 12 earlier.
Gotha (Germany)	0 43 earlier.	Suez (Egypt)	2 10 earlier.
Hamburg (Germany)	0 40 earlier.	Sydney (New South Wales)	10 5 earlier.
Helsingfors (Russian Finland)	1 40 earlier.	Venice (Italy)	0 49½ earlier.
King George's Sound, or Albany (West Australia)	7 52 earlier.	Vienna (Austria)	1 5½ earlier.
Leyden (Holland)	0 18 earlier.	Washington (United States)	5 8 later.
Lisbon (Portugal)	0 36½ later.	Wellington (New Zealand)	11 39 earlier.
Madras (India)	5 21 earlier.	Yokohama (Japan)	9 18½ earlier

30.—ITINERARY OF OUTWARD MAIL ROUTE.

LONDON—BRINDISI—ALEXANDRIA, *viâ* PARIS AND MONT CENIS (see Route 2).

1st class and 1st and 2nd class trains leave London morning and evening; reaching Paris, 246 miles to 312 miles (according to the route taken) in 10 to 11 hours. Mail trains leave Paris for Italy morning and evening, and reach Turin, 501 miles, in 22 hours. Trains leave for Bologna, 210 miles, in 7 hours. On Sunday a special mail train leaves Bologna for Brindisi, 473 miles, in 15 hours. Thus the Outward passage between London and Alexandria may be done as follows, 1st class:—

London—leave Friday morning ...about 7-40 a.m.
Paris—leave Friday evening 8-40 p.m.
Turin—leave Sunday morning 4-50 a.m.
Bologna—leave Sunday.....12-20 p.m.
Ancona—leave Sunday evening 4-34 p.m.
Brindisi—arrive Monday morning 3-15 a.m.
„ in time for steamer at..... 4-0 a.m.
Alexandria—arrive Thursday morning ... 7-0 a.m.

N.B.—Passengers *viâ* Brindisi are advised to leave London not later than 7-40 a.m. on Thursday; and, *viâ* Venice, the same hour on Monday.

Letters for passengers from Brindisi (outward) should be despatched by Wednesday evening's mail from London.

ITINERARY FROM PARIS.

(Paris time 9½ minutes earlier than London.)

Paris, Lyons, and Mediterranean Rail.

Miles.		Miles.
0	Paris	1,164
37	Fontainebleau (Palace and Forest)	1,127
197	Dijon (buffet—11 minutes), in Burgundy	967
275	Mâcon (buffet, 22 minutes)	889
	[To Lyons, 41 miles; Marseilles, 262 miles.]	
298	Bourg	871
317	Ambérieu	847
334	Culoz (buffet)	830
—	Aix-les-Bains (buffet), in French Savoy	815
358	Chambéry	806
409	St. Michel	756
418	Modane (buffet)	746
	[Frontier Custom House—Mont Cenis Tunnel through the Alps. Roman time 41 minutes earlier than French.]	

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	Miles.		Miles.
Northern Italian Rail.	481	Bardonnechia, in Italy	733
	—	Turin (buffet, 40 minutes), on River Po	—
		To Milan, 94 miles; Venice, 270 miles.]	
	521	Asti	643
	542	Alessandria (on River Po, near Marengo)	622
		[Through the Apennines to Genoa, 43 miles.]	
	599	Piacenza, on Via Emilia	565
	638	Parma (buffet)	526
	670	Modena (buffet)	494
	692	Bologna (buffet, 40 minutes)	472
		[To Florence, 83 miles; Rome, 316 miles.]	
Southern Italian Rail.	744	Cesena	420
		(Cross the "Rubicon" near this.)	
	761	Rimini	403
	814	Falconara	350
		[To Rome, 118 miles.]	
	819	Ancona (buffet, 30 minutes)	345
		(Roman Mole and Arch.)	
	834	Loreto and the "Santa Casa"	330
	910	Pescara (buffet, 8 minutes)	254
	1019	Foggia (buffet, 8 minutes); near Cannae, where Hannibal defeated the Romans	145
		[To Naples, 123 miles; Rome, 257 miles.]	
	1095	Bari	69
	1164	Brindisi	0
		(End of Via Appia—Virgil died here.)	

Supposing the Alexandria Steamer to start when due, the *Homeward passage* may be as follows (subject to unforeseen quarantine regulations):—

Alexandria—leave Tuesday	8-0 a.m.
Brindisi—arrive Friday	11-0 a.m.
„ leave Friday	3-15 p.m.
Bologna—arrive Saturday	12-0 noon
Turin—arrive	7-50 p.m.
Paris—arrive Sunday	5-40 p.m.
London—arrive Monday	6-10 a.m.

THROUGH BOOKING.—The Peninsular and Oriental Company book through over the Indian Rails; also, to the Persian Gulf, to Java, and to New Zealand.

30a.—PRINCIPAL PORTS ON THE OVERLAND ROUTE.

With Latitude, Longitude, and Time of High Water at Full and Change of Moon.

From High Water on Full and Change day, High Water may be found, *very roughly*, for any day after, by allowing an average of fifty minutes for each day. The Tides come round to about the same time every fourteenth or fifteenth day:—

	Lat.	Long.	Full and Change.
			H. M.
Gibraltar	36° 9′ N.	5° 21′ W.	2 20
Malta	35° 53′ „	14° 30′ E.	
Venice	45° 25′ „	12° 20′ „	
Brindisi	40° 38′ „	18° 0′ „	
Alexandria	31° 12′ „	29° 5′ „	
Port Said	32° 16′ „	32° 16′ „	
Suez	29° 58′ „	32° 33′ „	2 0
Aden[Louis)	12° 40′ „	44° 57′ „	8 30
Mauritius (Port	20° 10′ „	57° 30′ „	12 30
Bombay	18° 56′ „	72° 53′ „	11 40
Galle	6° 1′ „	80° 14′ „	2 0
Colombo	6° 56′ „	79° 49′ „	
Madras	13° 14′ „	80° 14′ „	7 30
Calcutta	22° 34′ „	88° 29′ „	2 30
Penang	5° 25′ „	100° 25′ „	12 0
Singapore	1° 17′ „	103° 51′ „	9 45
Batavia	6° 8′ S.	106° 53′ „	10 0
Hong Kong	22° 16′ N.	114° 9′ „	10 15
Shanghai	31° 12′ „	120° 50′ „	0 40
Yokohama	35° 26′ „	139° 38′ „	6 0
K. George's Sound	35° 6′ S.	118° 1′ „	12 0
Adelaide	34° 55′ „	138° 40′ „	4 40
Melbourne	37° 48′ „	144° 57′ „	2 50
Sydney	33° 54′ „	151° 11′ „	8 40
Wellington	41° 16′ „	174° 46′ „	
Hobart	42° 54′ „	147° 28′ „	8 15

To turn *Longitude into Time*, say—
One degree of longitude=four minutes of time,
One minute „ „ =four seconds „ „
earlier than London if the place be East of it, and *later* if West.

Thus, for Bombay, in E. longitude, 72° 53′—
72° × 4 = 288m. = 4h. 48m.
53′ × 4 = 212sec.= 0h. 3m. 32sec.
4h. 51m. 32sec.
i.e. Bombay time is 4 hours 51½ minutes earlier than London.

31.—STEAM TRACKS TO AUSTRALIA AND JAPAN.

We have been favoured by the Peninsular and Oriental Company with the following Abstracts of the Logs of their Steamers on the lines from London (Gravesend) to Australia, Japan, and Calcutta, 1883. They will serve better than anything else to give the reader a definite notion of the position of the ship from day to day, in relation to the places and countries which are passed. He can lay down the places at noon from the latitude and longitude; and then join these together to show the track. The average daily run from Southampton to Port Said is 280 miles (sea miles); from Suez, 230 to 250 miles.

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ABSTRACT OF LOG OF THE P. AND O. COMPANY'S STEAM SHIP "CATHAY." GRAVESEND TO HONG KONG.

Date.		Distance.	Latitude (at Noon).	Longitude (at Noon).	
1883:—					
January	10th	...			Left Gravesend 1 p.m.
,,	11th	228	50° 2′ N.	2° 38′ W.	
,,	12th	285	46° 49′ ,,	7° 12′ ,,	Bay of Biscay.
,,	13th	224	43° 48′ ,,	10° 19′ ,,	
,,	14th	245	39° 40′ ,,	9° 20′ ,,	
,,	15th	257	36° 11′ ,,	7° 40′ ,,	Arrived at Gibraltar, 10-0 p.m.
,,	16th	75½	36° 11′ ,,	3° 50′ ,,	Left, 5-50 a.m.
,,	17th	274	36° 43′ ,,	1° 46′ E	
,,	18th	255	37° 38′ ,,	6° 58′ ,,	
,,	19th	269	36° 44′ ,,	12° 21′ ,,	
,,	20th	120			7-20 a.m., arrived at Malta; left,
,,	21st	219	34° 47′ ,,	18° 49′ ,,	[1-15 p.m.
,,	22nd	254	33° 34′ ,,	33° 42′ ,,	
,,	23rd	286	32° 13′ ,,	29° 9′ ,,	
,,	24th	18			3-30 a.m., arrived at Port Said; left, 8 a.m.; 8-5 a.m., entered canal; 5-45, made fast
,,	25th	...			6-0 a.m., proceeded; 10-45 p.m., anchored at Suez.
,,	26th	63	28° 56′ ,,	32° 48′ ,,	6-35 a.m., left Suez.
,,	27th	295	24° 54′ ,,	35° 54′ ,,	
,,	28th	283	20° 36′ ,,	38° 12′ ,,	Within the Tropics.
,,	29th	284	16° 32′ ,,	40° 50′ ,,	
,,	30th	301	12° 33′ ,,	43° 42′ ,,	7-20 p.m., arrived at Aden; left,
,,	31st	136	sun obscured	47° 12′ ,,	[midnight.
February	1st	276	14° 27′ N.	51° 46′ ,,	
,,	2nd	285	15° 44′ ,,	56° 30′ ,,	
,,	3rd	294	17° 01′ ,,	61° 25′ ,,	
,,	4th	271	18° 5′ ,,	66° 2′ ,,	
,,	5th	238	18° 50′ ,,	70° 10′ ,,	
,,	6th	160½			1-35 a.m., arrived at Bombay.
,,	7th	...			
,,	8th	...			
,,	9th	...			
,,	10th	...			0-11 p.m., left Bombay.
,,	11th	255	14° 50′ ,,	73° 41′ ,,	
,,	12th	272	10° 42′ ,,	70° 37′ ,,	
,,	13th	268	7° 17′ ,,	70° 34′ ,,	8-0 p.m., arrived at Colombo.
,,	14th	...			
,,	15th	...			
,,	16th	...			7-5 p.m., left Colombo.
,,	17th	182	5° 46′ ,,	81° 57′ ,,	
,,	18th	261	6° 15′ ,,	86° 18′ ,,	
,,	19th	278	6° 7′ ,,	90° 58′ ,,	
,,	20th	273	6° 3′ ,,	95° 32′ ,,	[6-20 p.m.
,,	21st	282	5° 31′ ,,	100° 15′ ,,	1-36 p.m., arrived at Penang; left,
,,	22nd	179	2° 55′ ,,	100° 49′ ,,	
,,	23rd	212			7-40 a.m., arrived at Singapore.
,,	24th	47	1° 27′ ,,	104° 34′ ,,	7-20 a.m., left Singapore.
,,	25th	277	5° 46′ ,,	106° 12′ ,,	
,,	26th	253	9° 6′ ,,	108° 48′ ,,	
,,	27th	220	11° 35′ ,,	111° 32′ ,,	
,,	28th	249	15° 27′ ,,	113° 4′ ,,	
March	1st	274	19° 56′ ,,	113° 44′ ,,	
,,	2nd	145			9-0 a.m., arrived at Hong Kong.

Mediterranean. Red Sea. Arabian Sea. China Sea.

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ABSTRACT OF LOG OF THE P. AND O. COMPANY'S STEAM SHIP "PARRAMATTA." GRAVESEND TO SYDNEY.

1883:— Date.		Distance.	Latitude (at Noon).	Longitude (at Noon).	
January	18th	...			3 37 p.m., left Gravesend; 6 11 p.m., anchored.
"	19th	...			6 2 a.m., proceeded; 8 50 a.m., anchored off North Foreland, 9 36 a.m., proceeded.
"	20th	286	49° 1′ N.	4° 51′ W.	
"	21th	293	44° 50′ "	8° 31′ "	Bay of Biscay.
"	22nd	298	40° 00′ "	9° 28′ "	
"	23rd	309	36° 12′ "	6° 38′ "	
"	24th	300½	36° 43′ "	00° 26′ "	
"	25th	311	37° 7′ "	5° 55′ E.	
"	26th	312	36° 47′ "	12° 17′ "	9 41 p.m., arrived at Malta.
"	27th	...			3 52 p.m., left Malta.
"	28th	266½	34° 20′ "	19° 36′ "	
"	29th	296	33° 5′ "	25° 21′ "	
"	30th	297	31° 58′ "	31° 4′ "	6 32 p.m., arrived at Port Said.
"	31st	79			6 35 a.m., proceeded; 6 40 entered Canal; 6 5 p.m., made fast for the night.
February	1st	...			6 33 a.m., proceeded; 4 34 p.m., anchored.
"	2nd	...			6 20 a.m., proceeded; 11 52 cleared canal; 0 22 p.m., arrived at Suez. 2 17 p.m., proceeded.
"	3rd	290	25° 47′ "	35° 8′ "	
"	4th	313	21° 16′ "	37° 57′ "	
"	5th	324	16° 35′ "	40° 52′ "	
"	6th	321	12° 29′ "	44° 3′ "	Aden.
"	7th	284	12° 34′ "	48° 49′ "	
"	8th	258	11° 44 "	53° 7′ "	
"	9th	279	10° 43′ "	57° 45′ "	
"	10th	290	9° 46′ "	62° 34′ "	
"	11th	294	9° 7′ "	67° 29′ "	
"	12th	288	8° 30′ "	72° 18′ "	
"	13th	298	7° 33′ "	77° 10′ "	
"	14th	164			6 15 a.m., arrived at Colombo.
"	15th	...			8 55 p.m., proceeded.
"	16th	177	4° 23′ "	81° 3′ "	
"	17th	318	00° 8′ " [Cross the Line.]	84° 15′ "	
"	18th	316	3° 53′ S.	87° 39′ "	
"	19th	303	7° 41′ "	91° 00′ "	
"	20th	297	11° 35′ "	94° 6′ "	
"	21st	297	15° 28′ "	97° 14′ "	
"	22nd	300	19° 14½′ "	100° 42′ "	
"	23rd	293	23° 1′ "	104° 2′ "	
"	24th	283	26° 27′ "	107° 2′ "	Left the Tropics.
"	25th	265	29° 53′ "	110° 11′ "	
"	26th	284	33° 33′ "	113° 42′ "	
"	27th	260			10 21 a.m., anchored at K. G. Sound.
"	28th	148			00 15 a.m., proceeded.
March	1st	312	35° 29′ "	127° 18′ "	
"	2nd	309	35° 46′ "	133° 37′ "	
"	3rd	247			8 24 a.m., anchored at Glenelg; 6 4 p.m., proceeded.
"	4th	224	37° 57′ "	140° 22½′ "	
"	5th	261			10 17 a.m., arrived at Melbourne.
"	6th	...			
"	7th	...			1 52 p.m., left Melbourne.
"	8th	257	38° 17′ "	148° 34′ "	
"	9th	232	35° 6½′ "	150° 51½′ "	9 50 p.m., anchored at Sydney.

Mediterranean. Red Sea. Arabian Sea. Indian Ocean.

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ABSTRACT OF LOG OF THE P. AND O. COMPANY'S STEAM SHIP "RAVENNA."

Date.			Distance.	Latitude (at Noon).	Longitude (at Noon).	
1883:—						
February	28th		...			Left Gravesend, 1 27 p.m.
March	1st		204	50° 22′ N.	1° 54′ W	
,,	2nd		320	46° 31′ ,,	7° 8′ ,,	Bay of Biscay.
,,	3rd		296	42° 8′ ,,	10° 6′ ,,	
,,	4th		291	37° 21′ ,,	9° 14′ ,,	
,,	5th		...			11 45 a.m., arrived at Gibraltar; left, 7 19 p.m.
,,	6th	Mediterranean.	136	36° 27′ ,,	2° 40′ ,,	
,,	7th		294	37° 14′ ,,	3° 23′ ,,	
,,	8th		286	37° 35′ ,,	9° 17′ ,,	
,,	9th		269			Arrived at Malta, 10 33 a.m.; left, 7 0 p.m.
,,	10th		188	35° 10′ ,,	18° 11′ ,,	
,,	11th		270	...	23° 25′ ,,	
,,	12th		302	32° 36′ ,,	29° 13′ ,,	
,,	13th		183			7 0 a.m., arrived at Port Said; left, 9 54 a.m.; 5 25 p.m., fast for the night.
,,	14th		...			6 35 a.m., proceeded; 9 10 a.m., made fast.
,,	15th		...			7 5 a.m. proceeded; 4 38 p.m. anchored.
,,	16th		...			Unable to proceed.
,,	17th		...			Do. do.
,,	8th		...			Proceeded, 0 20 p.m.; made fast, 6 0 p.m.
,,	19th		...			6 12 a.m., proceeded; 11 0, arrived at Suez; 7 4 p.m., proceeded.
,,	20th		222	26° 48′ ,,	34° 32′ ,,	
,,	21st	Red Sea.	306	22° 29′ ,,	37° 27′ ,,	
,,	22nd		312	17° 52′ ,,	39° 59′ ,,	
,,	23rd		301	13° 46′ ,,	42° 54′ ,,	
,,	24th		53	12° 37′ ,,	45° 53′ ,,	Arrived at Aden 1 54 a.m.; left, 7 15 a.m.
,,	25th		267	12° 14′ ,,	50° 25′ ,,	
,,	26th	Arabian Sea.	289	11° 13′ ,,	55° 12′ ,,	
,,	27th		291	10° 12′ ,,	60° 1′ ,,	
,,	28th		304	9° 12′ ,,	65° 3′ ,,	
,,	29th		300	8° 10′ ,,	69° 59′ ,,	
,,	30th		295	7° 29′ ,,	74° 54′ ,,	
,,	31st		296			Arrived at Colombo, 10 53 a.m.
April	1st		16	64° 2′ ,,	79° 48′ ,,	Left, 10 0 a.m.
,,	2nd		300	83° 3′ ,,	81° 53′ ,,	
,,	3rd	Bay of Bengal.	...			Arrived at Madras, 10 48 a.m.
,,	4th		...			Left Madras, 0 19 p.m.
,,	5th		342	17° 7′ ,,	84° 27′ ,,	
,,	6th		320	21° 3′ ,,	8[illegible]° 11′ ,,	3 55 p.m., anchored at Calcutta.

ABSTRACT OF LOG OF THE P. AND O. COMPANY'S STEAM SHIP "SUMATRA."

Date		Distance.	Latitude (at Noon).	Longitude (at Noon).	
1883:—					
March	7th				Left Hong Kong, 5-5 p.m.
,,	8th	145	22° 50′ N	116° 40′ E	
,,	9th	155	24° 20′ ,,	118° 54′ ,,	
,,	10th	174	26° 12′ ,,	121° 21′ ,,	
,,	11th	200	28° 22′ ,,	124° 12′ ,,	
,,	12th	195	30° 32′ ,,	126° 57′ ,,	
,,	13th	200			Arrived at Nagasaki, 9-10 a.m.; left, 4-25 p.m.
,,	14th	201	33° 45½′ ,,	131° 27′ ,,	
,,	15th	182			7-15 a.m., arrived at Kobé; left, 5-15 p.m.
,,	16th	165	33° 46′ ,,	136° 56′ ,,	
,,	17th	183			Arrived at Yokohama, 6-50 a.m.

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32.—DECORATIONS CONFERRED FOR SERVICES ABROAD, UNDER THE FOREIGN OFFICE, IN INDIA, AND IN THE COLONIES.

(From the *Foreign Office List*, *Colonial Office List*, and other sources.)

Besides the Order of the Bath and the Order of a Knight of the United Kingdom, which are often conferred on persons in the service of the Crown, two Orders have been specially created for the benefit of Officials and others in India and the Colonies, viz., the Order of the Star of India, instituted 1861, and the Order of St. Michael and St. George, instituted 1818.

The following is a list of some of the persons decorated for services abroad and in the Colonies (otherwise than naval and military services), and for other reasons:—

ORDER OF THE BATH.

Instituted, 1399; Revived, 1725; Enlarged, 1815 and 1847.

FIRST-CLASS—KNIGHTS GRAND CROSS (G.C.B.), WITH YEAR OF CREATION.

Ampthill, Right Hon. Lord 1874
Buchanan, Right Hon. Sir Andrew 1866
Chamberlain, Gen. Sir N. B., G.C.S.I. 1875
Elliot, Right Hon. Sir Henry G. 1869
Frere, Right Hon. Sir Henry B., Bart. 1876
Hudson, Sir James 1863
Layard, Sir Austin Henry 1878
Loftus, Right Hon. Lord Augustus W. F. 1866
Lyons, Lord 1862
Napier of Magdala, General Lord, G.C.S.I. ... 1868
Roberts, Major-Gen. Sir F. S., Bart., C.I.E., *V.C.* 1880
Stewart, Gen. Sir Donald M., Bart., C.I.E.... 1880
Vivian, Gen. Sir R. J. H. 1871
Wolseley, General Lord, G.C.M.G. 1877
Wyllie, Gen. Sir W. 1877

SECOND CLASS—KNIGHTS COMMANDERS (K.C.B.)

Alcock, Sir Rutherford 1862
Alexander, Gen. Sir J. 1871
Balfour, Lieut.-Gen. Sir George 1870
Barkly, Sir Henry, G.C.M.G. 1853
Becher, Gen. Sir A. M. 1873
Bourchier, Major-Gen. Sir G. 1872
Bradford, Gen. Sir J. F. 1871
Brind, Gen. Sir J. 1869
Brown, Surgeon-Gen. Sir J. C. 1875
Browne, Lieut.-Gen. Sir S. J., K.C.S.I., *V.C.* 1879
Brownlow, Major-Gen. Sir C. H. 1872
Chapman, Gen. Sir F. 1876
Clerk, Sir G. R., G.C.S.I. 1848
Coglan, Gen. Sir W. M. 1864
Coke, Major-Gen. Sir J. 1881
Crampton, Sir John Fiennes, Bart. 1856
Daly, Lieut.-Gen. Sir H. D., C.I.E. 1875
Davis, Sir John F., Bart. 1854
Drummond-Hay, Sir John H. 1876
Dufferin, Earl of, K.P. 1861
Elliot, Hon. Admiral Sir Charles 1856
Forbes, Lieut.-Gen. Sir J. 1881
Gordon, General the Hon. Sir Alex. H. 1873
Gough, Col. Sir C. J. S., *V.C.* 1881
Gough, Col. Sir H. H., *V.C.* 1881
Green, Gen. Sir E. 1867
Green, Gen. Sir G. W. G. 1877
Halliday, Sir F. J. 1860
Hamilton, Gen. Sir Fred. W. 1876
Hamilton, Sir R. N. C., Bart. 1860
Hamley, Lieut.-Gen. Sir Edward Bruce 1876
Harris, Vice-Admiral the Hon. Sir E. A. J.... 1872
Herbert, Sir Robert G. 1876
Higginson, Sir James Macaulay. 1856
Hills, Major-Gen. Sir J., *V.C.* 1881
Home, Surgeon-General Sir F. D., *V.C.* 1876
Hornby, Admiral Sir Geoffry F. 1876
Johnson, Col. Sir C. C. 1881
Johnson, Gen. Sir E. B., C.I.E. 1875
Kemball, General Sir Arnold B., K.C.S.I. ... 1878
Keyes, Major-Gen. Sir Charles Patton 1880
Loch, Sir Henry B. 1876
Lumsden, Major-Gen. Sir Peter Stark, C.S.I. 1879
Lyall, Sir Alfred Comyns, C.I.E. 1881
Macdonald, Sir John Alex. 1867
Macgregor, Col. Sir C. M., C.S.I., C.I.E. ... 1881
Macpherson, Major-Gen. Sir H. T., K.C.S.I., *V.C.* 1881
Malcolm, Gen. Sir G. 1868
Malet, Sir Edward B. 1876
Melvill, Major-Gen. Sir P. M. 1860
Montgomery, Sir R., G.C.S.I. 1859
Morier, Sir Robert B. 1876
Murray, Hon. Sir Charles A. 1866
Norman, Gen. Sir H. W., C.I.E. 1873
Paget, Sir Augustus Berkeley. 1863
Palliser, Major-Gen. Sir C. H. 1818

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Parkes, Sir Harry Smith 1862
Pears, Major-Gen. Sir T. T. 1871
Pelly, Major-Gen. Sir Lewis, K.C.S.I. 1877
Phayre, Lieut.-Gen. Sir R. 1881
Rawlinson, Major-Gen. Sir Henry C., C.B.... 1856
Reid, Gen. Sir C. 1871
Ross, Major-Gen. Sir Campbell Claye Grant 1880
Simmons, Gen. Sir John L. A. 1869
Stokes, Colonel Sir John 1876
Strickland, Commissary-General Sir Edward 1876
Tanner, Col. Sir Oriel Viveash 1882
Taylor, Gen. Sir A. 1877
Thornton, Right Hon. Sir Edward..... 1870
Trevelyan, Sir Charles Edward, Bart. 1848
Wade, Sir Thomas F..... 1876
Walker, Lieut.-General Sir Charles..... 1876
Wodehouse, Sir Philip E. 1862
Wolff, Sir Henry Drummond 1876
Wyke, Sir Charles Lennox 1860

Registrar and Secretary of the Order :—
Sir Albert William Woods, F.S.A., College of Arms, E.C.

RIBBON OF THE ORDER—Crimson.

MOTTO—*Tria juncta in uno.*

KNIGHTS BACHELOR, OR KNIGHTS OF THE UNITED KINGDOM,

Conferred by the imposition of the Sovereign's hand on the shoulder; or, in the case of residence abroad, by Letters patent.

Sir Charles E. Douglas, K.C.M.G..... 1832
Sir Alfred Stephen, C.B., K.C.M.G. 1846
Sir Peter B. Maxwell 1856
Sir Valentine Fleming..... 1856
Sir Benjamin C. C. Pine, K.C.M.G. 1856
Sir Charles Cooper, Bart. 1857
Sir William F. Stawell 1857
Sir William M. Manning 1858
Sir Charles Clifford..... 1858
Rt. Hon. Sir Hercules G. R. Robinson, K.C.M.G. 1859
Sir Patrick M. C. de Colquhoun 1860
Sir Francis Murphy..... 1860
Sir Narcisse F. Belleau 1860
Sir Charles Sargent..... 1860
Sir Francis Smith 1862
Sir John I. Mantell 1867
Major-General Sir H. W. G. Ord, K.C.M.G., C.B. 1867
Sir Arthur E. Kennedy, K.C.M.G., C.B. 1867
Sir William Young 1869
Sir Hugh W. Hoyles..... 1869
Sir Robert Hodgson 1869
Sir Charles F. Shand 1869
Sir James Martin..... 1869
Sir James Cockle..... 1869
Sir John Morphett 1870
Sir James McCulloch, K.C.M.G. 1870
Sir Edward Kenny 1870
Sir Oliver Nugent 1872
Sir Joseph Needham 1873
Sir Francis D. Bell 1873
Sir Charles G. Duffy 1873
Sir Thomas Sidgreaves 1873
Sir Julian Pauncefote..... 1874
Sir G. C. Anderson..... 1874
Sir William H. Mitchell..... 1875
Sir Joseph G. L. Innes 1875
Sir C. MacMahon..... 1875
Sir Samuel Wilson 1875
Sir Matthew B. Begbie 1875
Sir David P. Chalmers 1876
Sir William Milne 1876
Sir Luke S. Leake..... 1876
Sir William B. Richards 1876
Sir Antoine A. Dorion 1877
Sir John H. de Villiers 1877
Sir David Tennant 1877
Sir George W. Allen 1877
Sir John B. Phear 1877
Sir B. Robinson 1877
Sir Thomas Elder 1878
Sir Salvatore Naudi 1878
Sir Edward Hertslet 1878
Sir Jacob Dick Barry..... 1878
Sir Charles Packer 1879
Sir Henry Connor 1880
Sir Nicholas Gustave Bestel 1880
Sir George Maurice O'Rorke 1880
Sir Henry Lushington Phillips, C.M.G. 1880
Sir Walter Watson Hughes 1880
Sir William Johnston Ritchie 1881
Sir James Prendergast 1881
Sir Charles Lilley..... 1881
Sir John Gorrie..... 1881
Sir Richard Cayley 1882
Sir James Marshall..... 1882
Sir Henry James Burford Burford-Hancock.. 1882

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Sir Adam G. Ellis..... 1882
Sir George Phillippo 1882
Sir William P. Andrew 1883
Sir Jacobus P. de Wet 1883

ORDER OF ST. MICHAEL AND ST. GEORGE.
Instituted 1818.

SOVEREIGN—The Queen.

GRAND MASTER AND PRINCIPAL G.C.M.G., H.R.H. The Duke of Cambridge, K.G.

HONORARY KNIGHTS GRAND CROSS.

H.H. the Maharajah of Johore, K.C.S.I..... 1876
H. M. the King of Siam..... 1878
His Excellency Nubar Pasha 1879
H.M. the King of the Hawaiian Islands 1881
His Honour John Henry Brand, President of the Orange Free States.

MEMO.—Under the statutes of 1877, Princes of the Royal Blood are constituted Extra Knights Grand Cross, and Foreign Princes and persons are constituted honorary members of the class to which they may be appointed.

KNIGHTS GRAND CROSS.
(Not to exceed fifty in number.)

Bowen, Sir George Ferguson..... 1860
Braila, Sir Pietro 1864
Grant, General Sir Patrick, G.C.B..... 1868
Dingli, Sir Adriano, C.B. 1868
Houlton, Sir Victor 1868
Monck, Viscount 1869
Grey, Earl, K.G. 1869
Barkly, Sir Henry, K.C.B. 1874
Grant, Sir John Peter, K.C.B. 1874
Wolseley, Lord, G.C.B. 1874
Glover, Captain Sir John Hawley, R.N. 1874
Robinson, Sir Hercules George Robert..... 1875
Dufferin, Earl of, K.P., K.C.B. 1876
Normanby, Marquis of 1877
Phayre, Lieut.-Gen. Sir A. P., K.C.S.I., C.B. 1878
Gordon, Hon. Sir Arthur Hamilton 1878
Jervois, Major-Gen. Sir William Francis Drummond, R.E., C.B. 1878
Galt, Sir Alexander Tilloch 1878
Wolff, Sir Henry Drummond, M.P., K.C.B... 1878
Lorne, Marquis of, K.T..... 1878
Rose, Sir John, Bart. 1878
Lyons, Viscount, D.C.L., G.C.B. 1879
Amphill, Lord, G.C.B. 1879
Micallef, Sir Antonio 1879
Wyke, Sir Charles Lennox, K.C.B. 1879
Wood, Sir Richard, C.B. 1879
Borton, General Sir Arthur, K.C.B. 1880
Kennedy, Sir Arthur Edward, C.B. 1881
Ord, Major-Gen. Sir H. St. George, R.E., C.B. 1881
Parkes, Sir Harry Smith, K.C.B. 1881
Wood, Major-Gen. Sir H. E., *V.C.* 1882
Blachford, Rt. Hon. Lord 1883
Bulwer, Sir Henry..... 1883
Longden, Sir James..... 1883
Lansdowne, Marquis of 1884

HONORARY KNIGHTS COMMANDERS.

H.H. the Ex-Regent of Siam 1879
His Excellency Réchad Pasha..... 1879
His Excellency Riaz Pasha 1879
His Excellency Chao Phya Bhanuwongse Maha Koso Tibodi ti Phraklang..... 1880
His Excellency Mohammed Sultan Pasha ... 1882

KNIGHTS COMMANDERS (K.C.M.G.)

Dusmani, Count Sir Antonio L. 1849
Curcumelli, Comte Sir Demetrio 1857
Lacaita, Sir James Philip 1859
Douglas, Sir Charles Eurwicke 1859
Valaoriti, Sir Spiridione..... 1862
Sebright, Sir Charles 1804
Brett, Sir Wilford..... 1864

1869.

Browne, Col. Sir Thomas Gore, C.B.
Hincks, Sir Francis, C.B.
Walker, Sir James, C.B.
Peel, Right Honourable Sir Frederick.
Norton, Lord.
Taylor, Sir Henry.

1870.

Bury, Viscount.
Murdoch, Sir Thomas William Clinton.

1871.

Pine, Sir Benjamin, C.B.

1872.

Verdon, Sir George Fred., C.B.
Belmore, Earl of.
Torrens, Col. Sir Robert Richard.
Ayers, Sir Henry.

1873.

Clarke, Col. Sir Andrew, C.B.

1874.

Stephen, Sir Alfred, C.B.
M'Culloch, Sir James, Knight.
Scott, Sir John.

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Festing, Col. Sir F. W., C.B.
Hill, Col. Sir Stephen John, C.B.
Jervois, Col. Sir Wm. F. D.
Julyan, Sir Penrose Goodchild, C.B.
Bulwer, Sir Henry Ernest.
Fergusson, Right Hon. Sir James, Bart.
Sealy, Sir John.

1875.

Vogel, Sir Julius.
Musgrave, Sir Anthony.
Rawson, Sir Rawson W., C.B.
Du Cane, Sir Charles.
Macleay, Sir George.
Turville, Sir Francis F.
Orkney, Earl of.
Sladen, Sir Charles.
Gregory, Right Hon. Sir W. H.

1876.

Layard, Sir Charles Peter.
Shepstone, Sir Theophilus.

1877.

Holland, Sir Henry Thurston, Bart., M.P.
Cairns, Sir William Wellington.
Fitzherbert, Sir William.
Walcott, Sir Stephen.
Robinson, Sir William Cleaver Francis.
Mundy, Major Sir Robert Miller.
McDougall, Lieut.-Gen. Sir Patrick Leonard.
Lefroy, Major-Gen. Sir John Henry, R.A., C.B.
Smyth, Lieut.-Gen. Sir Edward Selby.
Laffan, Major-Gen. Sir Robert Michael, R.E.
Robertson, Sir John.
Parkes, Sir Henry.
Blyth, Sir Arthur.
Duffy, Sir Charles Gavan.
Briset, General Sir J.

1878.

Smith, Sir Albert, *Canada*.
Irving, Sir Henry Turner.
Freeling, Sir Sanford.
Hay, Sir John.
Michie, Sir Archibald, Q.C.
Carter, Sir Frederick B. T.
Owen, Sir Francis Philip Cunliffe, C.B.

1879.

Belleau, Sir Narcisse Fortunat.
Howland, Sir William Pearce, C.B.
Tupper, Sir Charles, C.B.
Tilley, Sir Samuel Leonard, C.B.
Kellner, Sir George Welsh, C.S.I.
Ward, Major-Gen. Sir Edward Wolstenholme, R.E.
Mueller, Sir Ferdinand von, Ph.D., M.D.
Campbell, Sir Alexander.
Cartwright, Sir Richard John.
Stafford, Sir Edward William
Fox, Sir William.
Donoughmore, The Right Hon. the Earl of.
Clifford, Major-General The Hon. Sir Henry Hugh *V.C.*, C.B.
Pearson, Colonel Sir Charles Knight, C.B.

1880.

Pauncefote, Sir Julian, C.B.
Hamley, Major-General Sir E. Bruce, R.A., K.C.B.
Wilson, Sir Charles Rivers, C.B.
Lanyon, Colonel Sir William Owen, C.B.
Russell, Colonel Sir Baker Creed, K.C.B.
Hennessy, Sir John Pope.
Rowe, Surgeon-Major Sir Samuel.
Knox, Sir Thomas George.
Biddulph, Major-General Sir Robert, R.A., C.B.
Strahan, Major Sir George Cumine.
Weld, Sir Frederick Aloysius.
Whiteway, Sir William Vallance.
McNeill, Colonel Sir John Carstairs, *V.C.*, K.C.B.
Cooper, Sir Daniel, Bart.
Jennings, Sir Patrick.

1881.

Naz, Sir Virgile.
St. John, Sir Spencer.
Bell, Sir Francis Dillon.
Berkeley, Sir George.
Langevin, Sir Hector Louis, C.B.
Greaves, Major-General Sir George Richards, C.B.
Palmer, Sir Arthur Hunter.
Hawkins, Lieut-Gen. Sir John Summerfield, R.E.
Wilson, Lieut.-Col. Sir Charles William, R.E., C.B.
Currie, Sir Donald, M.P.
Keenan, Sir Patrick Joseph, C.B.
Kirk, Sir John, M.D.
Colvin, Sir Auckland.

1882.

Stanton, General Sir Edward, C.B.
Villiers, Sir John Henry de.
Clanwilliam, Right Hon. The Earl of, C.B.
Hart, Sir Robert.
Kortright, Sir Cornelius Hendericksen.
Gurdon, Sir William Brampton, C.B.
Bellairs, Colonel Sir William, C.B.
Whitmore, Colonel Sir George Stoddart.

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Samuel, Sir Saul.
Giovanni, Sir George Serafino, Count Crantar Palcobago, Barone de San.
Hall, Sir John.
Archibald, Sir Edward Mortimer, C.B.
Molteno, Sir John Charles.
Sargeaunt, Sir William Charles.
Anson, Major-General Sir A. E. Harbord, R.A.
McArthur, Alderman Sir William, M.P.
Mellwraith, Sir Thomas.
Buller, Colonel Sir Henry Redvers, *V.C.*, C.B.
1883.
Robinson, Sir W.
Vœux, Sir G. W. des.
Harley, Colonel Sir R., C.B.
Lees, Sir C. C.
Barlee, Sir E. P.
Douglas, Sir J.
Gregory, Sir C. H., C.E.
Mitchell, Lieut.-Colonel Sir C., R.M.
Low, Sir H.
Morgan, Sir W.
Shea, Sir A.
Zeroudacchi, Sir C.

COMPANIONS (C.M.G.)
(Not to exceed two hundred and sixty in number.)

CHANCERY OF THE ORDER—*Colonial Office, Downing Street, London, S.W.*

Prelate of the Order, Right Rev. Bishop Perry.
King of Arms, Sir Albert W. Woods, Garter, College of Arms, E.C.

RIBBON—Saxon Blue, with a Scarlet stripe.

MOTTO—*Auspicium melioris ævi.*

ORDER OF THE STAR OF INDIA.

Instituted, 1861; Enlarged, 1866, 1875-6-7.

SOVEREIGN—The Queen.

The Most Exalted Order of the Star of India was instituted by the Queen, for the "purpose of affording to the Princes, Chiefs, and People of Her Indian Empire a public and single testimony of her regard, whereby her resolution to take upon herself the government of the Territories in India may be commemorated, and by which Her Majesty may be enabled to reward conspicuous merit and loyalty." The list below embraces most of the leading Native Princes and personages of note in India.

GRAND MASTER (G.M.S.I.)

The Viceroy and Governor-General of India.

KNIGHTS GRAND COMMANDERS (G.C.S.I.)

Including Princes of the Blood and 15 Native Princes.

H.H. Jyajee Rao Sindhia, Maharajah of Gwalior 1861
H.H. Maharajah Dhuleep Sing..... 1861
H.H. Runbeer Sing, Maharajah of Jummoo and Cashmere 1861
Sir George Russell Clerk, K.C.B. 1861
H.H. Tookoojee Rao Holkar, Maharaja of Indore 1861
Gen. the Rt. Hon. Lord Strathnairn, G.C.B. 1861
Right Hon. Sir Henry Bartle Edward Frere, K.C.B. 1866
Sir Robert Montgomery, K.C.B 1866
Gen. Lord Napier of Magdala, G.C.B. 1867
Right Hon. Sir William Robert Seymour Vesey Fitzgerald 1868
Earl of Northbrook..... 1872
H.H. The Nawab Shah Jehan, Begum of Bhopal 1872
Lieut.-Gen. Sir Neville Bowles Chamberlain, K.C.B. 1873
H.H. Raj Rajessur Maharajah Dhiraj Jeswunt Sing Bahadoor, of Jodhpore..... 1875
H.H. Furzund Dilpizir Nawab Mahummud Kulb Ali Khan Bahadoor, of Rampore..... 1875
H.H. Furzund Dilbund Rasekh-ul-Hqad-i-Dowlut-i-Englishia, Rajah, Rugbir Singh, Bahadoor, of Jheend 1875
Earl Lytton 1876
Duke of Buckingham and Chandos 1876
Sir P. E. Wodehouse 1876
H.H Ram Singh, Maharao Rajah of Bundi... 1877
H.H Jaswant Narain Singh, Maharajah of Bhurtpore 1877
H H. Ishri Prasad Singh, Maharajah of Benares 1877
General Sir Frederick Paul Haines, G.C.B., C.I.E. (Extra) 1879
H.H. The Rajah of Nabha..... 1879
Viscount Cranbrook (Extra) 1880
H.H. The Nawab of Bahawulpur 1880
H.H. Sujjun Singh Maharana of Udaipur..... 1881
H.H. The Maharajah of Travancore..... 1882
H.H. Nawal Ikbal ud Dowlah of Oude..... 1882
Sir Richard Temple, Bart., C.I.E. 1878
Sir John Strachey, C.I.E..... 1878

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HONORARY G.C.S.I.

H.H. Ismail Pacha, late Khedive of Egypt, G.C.B. 1868
De Lesseps, Sir Ferdinand, Vicomte 1870
H.H. Tewfik Pacha, Khedive, Egypt..... 1875

KNIGHTS COMMANDERS (K.S.I.)

H.E. Cherif Pasha, Minister of Foreign Affairs to H.H. the Khedive of Egypt.
H.H. Safvet Pasha, Grand Vizier and Minister of Foreign Affairs to H.I.M. the Sultan of Turkey.
H.H. Mir Khodadad, Khan of Khelat.
Sir Henry Ricketts, 1866.
Sir Walter Elliot.
Sir Thomas Pycroft.
The Rajah Dinkur Rao.
Lieut.-Gen. Sir George St. Patrick Lawrence, C.B.
Gen. Sir Arthur Thomas Cotton, R.E.
The Rajah Sahib Dyal Missar.
Sir George Udny Yule, C.B.
Tanjore Madava Rao, late Dewan of Travancore.
Sir Charles John Wingfield, C.B.
Gen. Sir Arnold Burrowes Kemball, K.C.B., R.A.
Major-Gen. Sir Robert Wallace.
Major-Gen. Sir William Henry Rodes Green, C.B.
The Maharajah of Johore, G.C.M.G.
Sir William Muir, 1867.
Sir George Frederick Harvey.
Major-General Sir William Hill.
Lieut.-General Sir Arthur Purves Phayre, C.B., G.C.M.G.
General Sir Edward Lechmere Russell, 1868.
H.H. the Rajah of Cochin, 1869.
Sir Henry James Summer Maine, 1871.
Major-General Sir Frederick John Goldsmid, C.B.
Major-General Sir Frederick Richard Pollock, 1873.
Nawab Khan Bahadoor Khwajah Sir Muhammad Khan Khuttuk, of Kohat.
Sir George Campbell, M.P.
Sir Alexander John Arbuthnot, C.I.E.
Lieut.-General Sir Harry Burnett Lumsden, C.B.
Sir Robert Henry Davies, C.I.E., 1874.
Colonel Sir Richard John Meade, C.I.E.
Major-General Sir Lewis Pelly, K.C.B.
Sir Thomas Douglas Forsyth, K.C.B.
Sir Barrow H. Ellis, 1875.
Sir William Rose Robinson, Madras.
Maharajah Sir Rudur Pertab Singh Mahundur Bahadoor, Maharajah of Punnah.
Rajah Sir Shamshir Prakash Bahadoor, Rajah of Nahun.
Rao Sir Kasee Rao Holkar, Dada Sahib, of Indore.
General Sir Runnodeep Sing Rana, Bahadoor of Nepal.
Rao Rajah Sir Gunput Rao Kirkee Shamshir, Bahadoor, Dewan of Gwalior.
Mutaz-ud-Dowlah Nawab Sir Mahomed Fazl Ali Khan, Bahadoor of Kotah.
Lieut-General Hon. Sir H. Ramsey, K.C.B.
Lieut.-General Sir Samuel J. Browne, C.B., *V.C.*, 1876.
Lieut.-General Sir Dighton M. Probyn, C.B., *V.C.*
Surgeon-General Sir Jos. Fayrer.
Sir James Fitzjames Stephen, 1877.
H.H. Rajah Anand Rao Puar of Dhar.
Sir Arthur Hobhouse, C.I.E.
H.H. Man Singee Raj Saheb of Drangdra.
Sir Edward Clive Bayley, C.I.E.
H.H. the Jam Shrivibhajee of Naunagar.
Sir George Ebenezer Wilson Couper, Bart., C.I.E.
Vice-Admiral Sir Reginald John Macdonald.
Sir Joseph D. Hooker, C.B.
Sir T. L. Seccombe, C.B.
Lieut.-General Sir M. K. Kennedy, R.E., 1878.
Hon. Sir Ashley Eden, C.I.E.
Sir Steuart Colvin Bayley, C.I.E.
Sir Robert Eyles Egerton, C.I.E.
Colonel Sir Owen Tudor Burne, C.I.E.
Lieut-Colonel Sir Robert Groves Sandeman.
Maharajah Sir Kirtee Singh, of Munnipur, 1880.
Sirdar Sir Dewa Singh, of Patialla.
General Sir Orfeur Cavanagh, 1881.
Sir Charles Umpherston Aitchison, C.I.E.
H.H. Sir Tukht Singh, Thakur Saheb of Bhaunagur.
Sir James Davidson Gordon.
Sir Lepel Henry Griffin.
Maharajah Sir Jotendro Mohun Tagore, 1882.
Lieut-Colonel Sir Oliver Beauchamp Coventry St. John, R.E.
Rear-Admiral Sir William Nathan Wrighte Hewett, K.C.B., *V.C.*
Major-General Sir Herbert Taylor Macpherson, K.C.B., *V.C.*
Sir John Henry Morris, 1883.
Major Sir Evelyn Baring, R.A.
Maharajah of Drumraon.
Sir Moneshur Bux Singh.

COMPANIONS (C.S.I.)

The Nawab Sied Asghur Ali Khan, 1866.
Fleetwood Williams, Esq.

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Charles Raikes, Esq.
Samuel Mansfield, Esq.
William Ford, Esq.
Lieut.-General Crawford Trotter Chamberlain.
The Rajah Sheoraj Sing of Kasheepoor.
Lieut.-General Richard Strachey, R.E.
Lieut.-General Reynell George Taylor, C.B.
The Rajah Jeswunt Rao of Etawah.
John Walter Sherer, Esq.
James Davidson Gordon, Esq.
Colonel John Colpoys Haughton.
William Mackenzie, Esq., M.D., C.B.
Ruggonath Row Wittul, Chief of Vinchoor (South Mahrattas).
Colonel Richard Harte Keatinge, *V.C.*
Major-General John William Younghusband.
Eyre Burton Powell, Esq.
John Fleming, Esq.
Sir Albert Abdoolah David Sassoon.
Henry Philip Archibald Buchanan Riddell, Esq., 1867.
Lewin Bentham Bowring, Esq
Major-General James Maurice Primrose.
Edward Hare, Esq.
Lieut.-Colonel James Augustus Grant, C.B., 1868.
James Duncan Sim, Esq.
Major-General Frederic Conyers Cotton.
General Albert Fytche.
Major-General Craven Hildersley Dickens.
John Hercules Oliver, Esq.
Sir Frank Henry Souter.
General Henry Renny, 1869.
Syud Ahmed Khan of Allyghur.
Richard Pryce Harrison, Esq.
Lieut.-General George Samuel Montgomery.
Major Henry Court, Esq.
Lieut-General John Blick Spurgin, C.B.
William James Money, Esq.
George Nelson Barlow, Esq.
Major-General George Hutchinson.
Lieut.-Colonel William Dickinson.
John F. Arthur, Esq., M.D.
Richard Vicars Boyle, Esq., *V.C.*
Meer Akbar Ali of Hyderabad.
Major-Gen. Sir Peter Stark Lumsden, K.C.B., 1870.
Charles Umphertson Aitchison, Esq.
The Rajah Jye Kishen Doss, of Allyghur.
General Henry Errington Longden, C.B.
General Sir Henry E. L. Thuillier, R.A.
Colonel Martin Dillon, C.B.
Baboo Shiva Persad of Benares.
Nawab Khajah Abdool Gunny (or Ghawni) of Dacca, 1871.
Venbankum Ramiergar, of Madras.
Istakant Shoongoony Menon Dewan, of Cochin.
Mir Shahamut Ali.
Mahomed Akram Khan, Nawab of Umb.
Sir Mungul Doss Nathoobhoy, Bombay.
Lionel Robert Ashburner, Esq.
Major-Gen. Alexander Cunningham, R.E., C.I.E.
Colonel George Bruce Malleson, 1872.
Mahomed Hyat Khan.
Major-General Alfred Thomas Etheridge.
Lieut.-Colonel Charles Bean Euan-Smith.
Lieut.-Colonel Beresford Lovett, R.E., 1873.
Surgeon Henry Walter Bellew.
John Forbes David Inglis, Esq.
John Ware Edgar, Esq.
Major-General Henry Hopkinson.
Colonel Thomas Edward Gordon, C.B., 1874.
Robert Barclay Chapman, Esq., 1875.
William Holloway, Esq.
Hon. Edward William Ravenscroft, Bombay.
Colonel Sir Charles Metcalfe Macgregor, K.C.B., C.I.E.
Charles Edward Bernard, Esq.
Colonel Francis Hornblow Rundall, R.E
Hon. James Richard Bullen Smith.
Henry Peveril Le Mesurier, Esq.
Byramjee Jejeebhoy, Esq.
Rao Bahadoor Pecherdass Amburdass.
Moulvie Imdad Ali Khan, Bahadoor, 1876.
Muhammad Ali Asghar Ali Khan, of Rampore.
Philip Sandys Melvill, Esq.
Colonel James Michael.
Vice-Admiral Hon. Henry Carr Glyn, C.B.
Colonel William Earle.
Lieut.-Col. Arthur Edward Augustus Ellis.
Major Philip Durham Henderson.
Major Edward Ridley Colburne Bradford.
Major-General H. T. Duncan.
Saiad Futeh Ali Khan Bahadoor, Nawab of Bunganapilly, 1877.
Whitley Stokes, Esq., C.I.E.
Rao Sahib Wishwanath Narayen Mandlik.
George Thornhill, Esq.
Augustus Rivers Thompson, Esq.
Azam Gouri Sanker Udesanker.
Thomas Henry Thornton, Esq.
Shasia Shastri, Dewan of Travancore.

Alexander Maclaurin Monteath, Esq.
Bukshee Khonan Singh, of Indore.
Theodore Cracroft Hope, Esq., C.I.E.
Huzrut Nur Khan, Minister of Jaurah.
Charles Theophilus Metcalfe, Esq.
Dosabhai Framjee, Esq., Bombay.
Lieut.-Col. Leopold John Herbert Grey.
Sir George Christopher Molesworth Birdwood, M.D.
Sir George Welsh Kellner.
Edwin Arnold, Esq., author of the "Light of India."
Colonel Hatch.
Lieut.-Colonel Davies.
James Gibbs, Esq., 1878.
Major-General Merriman, R.E.
James B. Richey, Esq.
John H. Garstin, Esq.
Robert Davidson, Esq.
Charles D. Elliott, Esq.
Colonel C. C. Moncrieff, R.E.
Robert Anstruther Dalyell, Esq. 1879.
James Braithwaite Peile, Esq.
Sirdar Bikrama Singh of Kuppurtalla.
Maharajah Pertab Singh Bahadur.
Sahibzadah Obed Ulla Khan.
Colonel William Garrow Waterfield.
Colonel James Browne, C.B., R.E.
Sirdar Bakhshi Gundah Singh, of Patiala, 1880.
The Dewan Ram Jas, of Kuppurtalla.
Colonel James Johnstone, 1881.
Major Montague Protheroe.
Major Henry Wylie.
Lieut.-Colonel William Tweedie.
Henry Mortimer Durand, Esq.
Donald Campbell Macnabb, Esq.
Wazirzadah Muhammad Afzul Khan.
Major-General John Salusbury Trevor.
Horace Abel Cockerell, Esq.
Colonel Samuel Black.
Charles Grant, Esq.
Major-General William Coussmaker Anderson.
Lieut.-Colonel Edward Charles Ross, 1882.
William Hudleston, Esq.
Charles Paget Carmichael, Esq.
Edward Francis Harrison, Esq.
William Brittain Jones, 1883.
Colonel George Tomkyns Chesney, R.E.

Secretary, C. Grant, Esq., C.S.I.

Registrar, Sir Albert W. Woods, Garter King of Arms.

RIBBON OF THE ORDER—Sky blue, with narrow white stripe near to either edge.
MOTTO—*Heaven's Light our Guide.*

ORDER OF THE INDIAN EMPIRE (C.I.E.)
Instituted 1st January, 1878.

Consisting of Ex-Officio and Ordinary Companions.

SOVEREIGN OF THE ORDER—The Queen.

GRAND MASTER OF THE ORDER—The Viceroy and Governor General of India for the time being.

EX-OFFICIO COMPANIONS, according to the date of appointment.

The Earl Lytton, G.C.B., G.C.S.I., 1878.
Sir Alexander John Arbuthnot, K.C.S.I.
Sir Edward Clive Bayley, K.C.S.I.
H.H. The Rajah of Bundi, G.C.S.I.
The Duke of Buckingham and Chandos, G.C.S.I.
General H.H. The Maharajah of Jummu and Kashmir, G.C.S.I.
Colonel Sir Andrew Clarke, R.E., K.C.M.G., C.B.
Sir George Ebenezer Wilson Couper, Bart., K.C.S.I., C.B.
Sir Robert Henry Davies, K.C.S.I.
The Hon. Sir Ashley Eden, K.C.S.I.
Sir Robert Eyles Egerton, K.C.S.I.
General H.H. Maharajah Sindhia, of Gwalior, G.C.B., G.C.S.I.
General Sir Frederick Paul Haines, G.C.B., G.C.S.I.
The Right Hon. Sir Arthur Hobhouse, K.C.S.I., Q.C.
H.H. Maharajah Holkar, of Indore, G.C.S.I.
H.H. The Rajah of Jhind, G.C.S.I.
General Sir Edwin Beaumont Johnson, K.C.B.
General Sir Henry Wylie Norman, K.C.B.
H.H. The Nawab of Rampur, G.C.S.I.
Whitley Stokes, Esq., C.S.I.
Sir John Strachey, G.C.S.I.
Sir Richard Temple, Bart., G.C.S.I.
Augustus Rivers Thompson, Esq., C.S.I.
Right Hon. Sir James Fergusson, Bart., K.C.M.G., 1880.
James Gibbs, Esq., C.S.I.
Major Sir Evelyn Baring, K.C.S.I.
Gen. Sir Donald Martin Stewart, Bart, G.C.B., 1881.

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Lieut.-General Thomas Fourness Wilson, C.B.
Right Hon. Mountstuart Elphinstone Grant Duff.
Sir Charles Umpherston Aitchison, K.C.S.I., 1882.
Courtenay Peregrine Ilbert.
Sir Alfred Comyns Lyall, K.C.B.
Theodore Cracraft Hope.

COMPANIONS.

Mir Mahmud Khan, of Khelat, 1878.
Sir Louis Steuart Jackson.
Major-General Sir Richard John Meade, K.C.S.I.
Dietrich Brandis, Esq.
Sri Rajamani Raja Deo, Zemindar of Mandasa, Madras.
Sir Charles Arthur Turner.
Mir Ali Khan, of Lus Beyla, Khelat.
Gregory Charles Paul, Esq.
Sirdar Asad Khan, Chief of the Sarawan Brahuis, Khelat.
Colonel Sir Owen Tudor Burne, K.C.S.I.
Sirdar Gohur Khan, Chief of the Jalawan Brahuis, Khelat.
Richard Kaye Puckle, Esq.
Syud Wilayut Ali Khan, of Patna.
Colonel William George Mainwaring.
Rai Bahadur Rajendra Lala Mitra.
Surgeon-General John Fullarton Beatson, M.D.
Surgeon-General James Tyrell Carter Rosa.
Robert Pogson, Esq.
William Wilson Hunter, Esq., LL.D.
Major-General Charles Shuckburgh Hearn.
Colonel Edward Charles Sparshott Williams, R.E.
Rai Bahadur Kristodas Pal.
Major-Gen. Alexander Cunningham, R.E., C.S.I.
Rear-Admiral John Bythesea, C.B., *V.C.*
Colonel Bendyshe Walton.
Colonel Henry Moore, C.B.
Tiruvarur Muttuswami Aiyar.
Major-General William Gordon, 1878.
Khan Bahadur Saleh Hindi, of Junagurh.
Donald Graham, Esq.
Dep.-Surgeon-General Thomas Gilham Hewlett.
Col. Sir Charles Metcalf MacGregor, K.C.B., C.S.I.
Johann Georg Bühler, Esq.
Bapu Diva Shastri.
Patrick Carnegy, Esq.
Thomas Mitchell Gibbon, Esq.
Roper Lethbridge, Esq.
Babu Bhudev Mukerji.
George Smith, Esq.
John Henry Rivett-Carnac, Esq.
Major The Hon. George Campbell Napier.
Roscoe Bocquet, Esq.
James Blackburn Knight, Esq.
George William Allen, Esq., 1879.
Bahmanji Jamasji Dastur.
William Digby, Esq.
Frederick Salmon Growse, Esq.
Col. Eugene Clutterbuck Impey.
Baba Khem Singh.
Major Edward Samuel Ludlow.
Raja Mangul Singh.
Guilford Lindsay Molesworth, Esq.
Moung Oon.
Surgeon Daniel Robert Thompson.
Major-General James Francis Tennant.
Andrew Wingate, Esq.
M. Pierre Francois Henri Nanquette.
Sir Francis Philip Cunliffe Owen, K.C.M.G., C.B.
Sirdar Atar Sing, 1880.
Surgeon-General William Robert Cornish.
Lieut.-General Sir Henry Dominick aly, K.C.B.
Pandit Ishwara Chandra Vidya Sàgàrà.
The Rev. Father Eugene Lafont.
Stephen Paget Walter Vyvyan Luke, Esq.
Charles James Lyall, Esq.
Charles Gordon Welland Macpherson, Esq.
Mir Humayun Jah Bahadur.
Charles Edward Pitman, Esq.
Major-General Sir Frederick Sleigh Roberts, Bart., G.C.B., *V.C.*
Pandit Surup Narain.
Kazi Shahab-ud-din.
George Sibley, Esq.
Raja Sourindro Mohun Tagore.
Ronald Ferguson Thomson, Esq.
Monier Williams, Esq.
Johann Eliza de Vry.
Sirdar Juggat Singh, of Jhind.
The Dewan Bishen Singh, of Nabha.
Sirdar Nabhi Bakhsh, of Kuppurtalla.
David Ross, Esq., 1881.
Richard Isaac Bruce, Esq.
Alexander Frederick Douglas Cunningham, Esq.
James Thomas Christie, Esq.
Husain Ali Khan.
James Fergusson, Esq.
Sir Steuart Colvin Bayley, K.C.S.I.
Pandit Mohesh Chandras Nyaratna.
Deputy-Surgeon-General Norman Chevers.

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Captain William Hutt Curzon Wyllie.
Mirza Ghulam Ahmed.
Surgeon-Major Edward John Waring.
Major Trevor John Chicheley Plowden.
Surgeon-Major Oliver Barnett.
Shahzadah Sultan Jan Suddozaie.
Surgeon John Anderson.
Shorabji Shapurji Bengali.
Surgeon Charles William Owen.
Henry Lucius Dampier, Esq., 1882.
Major-General John Augustus Fuller.
John Lambert, Esq.
Rao Bahadur Mahadeo Vasudeo Barve.
George Felton Mathew, Esq.
Harry Marten, Esq.
Sir William Patrick Andrew.
Mirza Abbas Khan.
Rao Badahur Tantia Gorey.
Rai Bahadur Hittu Ram.
Abdul Hak.
Khan Bahadur Saiyad Aulad Husain.
Khan Bahadur Pestonji Jahangir.
Hon. Major John Robertson.
William Mackinnon, Esq.
Syud Lutf Ali Khan.
Moung Shway Kyee.
Rana Shankar Bakhsh Singh Bahadur.
Dep.-Surg.-Gen.-William James Moore.
Edward Ronald Douglas, Esq.
Ressaldar-Major Tahour Khan, Sirdar Bahadur.
Subadar-Major Mowladad, Sirdar Bahadur.
H.E. Ali Kuli Khan, Mukhbar ud Dowla, of Persia, 1883.
H.H. the Maharaja of Dhar, K.C.S.I.
Henry Christopher Mance, Esq.
Henry George Keene, Esq.
Surg.-Major James Edward Tierney Aitchison.
Mohendro Lall Sircar.
Nawab Abdul Lateef.
Raghunath Narayan Khote.
Syed Bakir Ali Khan.
Major Oliver Probyn.
Captain Claude Clerk.
Caspar Purdon Clarke, Esq.
Surgeon-Major George Bidie.
Lieutenant-Colonel David Wilkinson Campbell.
Lieutenant-Colonel Frederick Peterson.
Colonel Thomas Ross Church.
Lieutenant-Colonel Samuel Jackson.
Frederick Charles Berry, Esq.
Alexander Grant, Esq.
Francis Langford O'Callaghan, Esq.
Thakur Bichu Singh.
Frederick Augustus Hugh Elliot, Esq.
B. H. Baden Powell, Esq., 1884.
Nawab Imam Bakah Khan.
Sir Ajit Singh
G. A. Barnett, Esq.
Narojid Fardunji, Esq.
The Zemindar of Punganur.
Babu Chota Lall Sijwar.
Dewan Het Bam.
J. F. Fleet, Esq.
Col. R. Home.

Officers of the Order.

Secretary—Charles Grant, Esq., C.S.I.

Registrar—Sir Albert William Woods.

IMPERIAL ORDER OF THE CROWN OF INDIA.—(For Women.)

Instituted 1st January, 1878.

SOVEREIGN OF THE ORDER—The Queen.

LADIES OF THE ORDER—C.I.

With Dates of Appointments.

H.R.H. the Princess of Wales, 1878.
H.I.H. the Crown Princess of Germany (Princess Royal of Great Britain and Ireland).
H.R.H. Princess Christian of Schleswig-Holstein (Princess Helena of Great Britain and Ireland).
H.R.H. Princess Louise (Marchioness of Lorne).
H.R.H. Princess Beatrice.
H.R.I.H. the Duchess of Edinburgh (Grand Duchess of Russia).
H.R.H. the Duchess of Connaught and Strathearn.
H.R.H. the Duchess of Albany, 1882.
H.R.H. the Duchess of Cambridge.
H.R.H. the Grand Duchess of Mecklenburg-Strelitz (Princess Augusta of Cambridge).
H.R.H. the Duchess of Teck (Princess Mary of Cambridge).
H.R.H. the Duchess of Cumberland, 1879.
H.R.H. Princess Frederica of Hanover.
H.R.H. Princess Mary of Hanover, 1878.
H.H. the Maharani Dhulip Singh.
H.H. Nawab Shahjihan, Begum of Bhopal, G.C.S.I.
H.H. Maharani Seta Velass Dawaji Ammani Anaro, of Mysore.

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H.H. Maharani Jumna Bai Saheb Gaekwar, of Baroda.
H.H. Dilawar-un-Nissar Begum Saheb of Hyderabad.
H.H. Vijaya Mohenu Mukta Boyi Ammani Rajah Saheb, of Tanjore.
Maharani Hai Shornomoyi, of Cossimbazar.
Georgina Caroline, Marchioness of Salisbury.
Henrietta Anne Theodosia, Marchioness of Ripon.
Lady Mary Temple-Nugent-Brydges-Chandos-Grenville.
Mary Louisa, Countess Dowager of Elgin and Kincardine.
Blanche Julia, Countess of Mayo.
Lady Susan Georgiana Bourke.
Mary, Viscountess Halifax.
Mary Catherine, Lady Hobart.
Lady Jane Emma Baring.
Anne Jane Charlotte, Baroness Napier and Ettrick.
Edith, Countess of Lytton.
Harriette Katherine, Baroness Lawrence.
Cecilia Frances, Lady Northcote.
Catherine, Lady Frere.
Mary Augusta, Lady Temple.
Caroline Lucy, Lady Denison.
Katherine Jane, Lady Strachey.
Jane, Viscountess Cranbrook.
Mary Cecilia, Baroness Napier of Magdala, 1879.
The Hon. Lady Cunynghame.
Susanna Maria, Dowager Lady Pottinger.
H.H. Lakshmi Bhayie Senior Rani of Travancore.
Emily Eliza, Lady Adam.
Florence, Countess of Kimberley, 1883.
Mrs. Anna Julia Grant Duff, 1883.
Maharani of Dholpur.

33.—LIST OF SECRETARIES OF STATE AT THE FOREIGN, COLONIAL, AND INDIA OFFICES, SINCE 1855.

Foreign.	Colonial.	India.
1855. Earl of Clarendon.	Sir George Grey, Bart.	*Sir C. Wood.
——	Mr. Sidney Herbert.	*Mr. R. Vernon Smith.
——	Lord John Russell.	
——	Sir W. Molesworth, Bart.	
——	Mr. Labouchère.	
1858. Earl of Malmesbury.	Lord Stanley.	*Earl of Ellenborough.
——	Sir E. B. Lytton, Bart.	Lord Stanley.
1859. Earl Russell.	Duke of Newcastle.	Sir C. Wood, Bart.
1864.	Mr. Cardwell.	
1866.		Earl de Grey.
1866. Lord Stanley.	Earl of Carnarvon.	Viscount Cranborne.
1867.	Duke of Buckingham.	Sir S. Northcote, Bart.
1868. Earl of Clarendon.	Earl Granville.	Duke of Argyle.
1870. Earl Granville.	Earl of Kimberley.	
1874. Earl of Derby.	Earl of Carnarvon.	Marquis of Salisbury.
1878. Marquis of Salisbury.	Sir Michael Hicks-Beach.	Lord Cranbrook.
1880. Earl Granville.	Earl of Kimberley.	Marquis of Hartington.
1882.	Earl of Derby.	Earl of Kimberley.

* President of the Board of Control, i.e., for Controlling the East India Company. In 1858, when India passed from the Company, Lord Stanley became the first Secretary of State for India in Council.

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PRINCIPAL OFFICIALS AT THE FOREIGN, COLONIAL, AND INDIA OFFICES.

Foreign Office, Downing Street.

Secretary of State for Foreign Affairs, Earl Granville, K.G.

Under Secretaries of State:—

Permanent, Sir J. Pauncefote, K.C.M.G., C.B.
Parliamentary, Lord E. Fitzmaurice, M.P.
Assistant Under Secretaries of State, T. V. Lister, Esq.; P. H. Currie, Esq., C.B.
Chief Clerk, Francis Beilby Alston, Esq.
Senior Clerks, T. G. Staveley, C. M. Kennedy, C.B., H. Percy Anderson, H. A. Hervey, and H. Clarke-Jervoise, Esqrs.
Librarian, Sir Edward Hertslet, C.B.
Superintendent Treaty Department, J.H. Bergne, Esq.
Oriental Translator, J. W. Redhouse, Esq.
Passport Department Clerk, F. Bernhardt, Esq.

Colonial Office, Downing Street.

Secretary of State for the Colonies, Earl of Derby.

Under Secretaries of State:—

Permanent, Sir R. G. W. Herbert, K.C.B.
Parliamentary, Hon. A. Ashley.
Assistant Under Secretaries of State, Hon. Robert Henry Meade, J. Bramston, Esq., and E. Wingfield, Esq.
Chief Clerk, R. E. Ebden, Esq.
Principal Clerks, J. Hales, Esq., E. Pennell, Esq., and A. Hemming, Esq.

Crown Agents for Colonies, Colonial Office.

Crown Agents, Sir W. C. Sargeaunt, K.C.M.G., C.B., Captain Ommanney, R.E., C.M.G., and E. E. Blake, Esq.
Chief Clerk, G. W. Brown, Esq.

India Office, St. James's Park.

Secretary of State, Earl of Kimberley

Under Secretaries of State:—

Permanent, J. A. Godley, Esq., C.B.
Parliamentary, J. K. Cross, Esq., M.P.
Assistant Under Secretary of State, H. G. Walpole, Esq., C.B.

Council.

R. A. Dalyell, Esq., C.S.I., *Vice-President;* Sir R. Montgomery, G.C.S.I., K.C.B.; Sir F. Halliday, K.C.B.; Sir H. Rawlinson, K.C.B.; Sir H. S. Maine, K.C.S.I.; A. Cassels, Esq.; Hon. E. Drummond; Sir B. H. Ellis, K.C.S.I.; Col. Yule, C.B.; Sir W. Muir, K.C.S.I.; Lieut.-Gen. C. J. Foster, C.B.; Lieut.-Gen. R. Strachey; B. W. Currie, Esq.; Hon. Sir A. Eden, K.C.S.I., C.I.E.; Major-Gen. Sir P. S. Lumsden, K.C.B.

Clerk of the Council, H. G. Walpole, Esq., C.B.

Secretaries of Departments:—

Financial, H. Waterfield, Esq.
Military, Major-Gen. A. B. Johnson, C.B.
Judicial and Public Revenue, A. C. Macpherson, Esq.
Political and Secret, Col. Sir O. Burne, K.C.S.I. C.I.E.
Public Works, Juland Danvers, Esq., and A. N. Wollaston, Esq.
Revenue, Statistics, and Commerce, W.G.Pedder, Esq.

Assistant Secretaries:—

Financial, R. Dickinson, Esq.; Major-General Hannyngton; W. Minifie, Esq.
Judicial and Public, A. Hobhouse, Esq.
Military, E. Neel, Esq.; J. H. Mayo, Esq.
Political and Secret, A. Moore, Esq.
Public Works, E. S. Colvin, Esq.
Revenue, Statistics, and Commerce, H. Hill, Esq.
Director of Funds, J. S. Oliphant, Esq.
Director-General of Store Department, A. Jopp, Esq.
Accountant, T. W. Keith, Esq.
Auditor, W. C. Cocks, Esq.
Registrar and Superintendent of Records, F. C. Danvers, Esq.
Government Director of Indian Railways, J. Danvers, Esq.

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Superintendent India Store Depôt, J. Davies, Esq.
Indian Troop Service, Consulting Officer, Captain Cruttenden.
Librarian, Dr. Rost.
Director to Museum, Sir G. Birdwood, C.S.I.
President of Medical Board, Sir Joseph Fayrer, K.C.S.I.
Legal Adviser, C. Pontifex, Esq.
Statistical Reporter, C. C. Prinsep, Esq.
Geographical Assistant, T. W. Saunders, Esq.

At the *Foreign Office*, the Chief Clerk has charge (among other business) of the Passport system. The Senior Clerks manage the correspondence with Ministers and Consuls abroad, and other business connected with foreign countries, which, for that purpose, are arranged in districts.

The Chief Clerks at the *Colonial Office* superintend the business of the respective Colonies, which are arranged into departments—the West Indian and Eastern, the North American, Australian, African, and other departments.

The *Crown Agents* manage the financial and commercial business of nearly all the Colonies, except some of the Australian, which appoint their own agents; and they do business for British Columbia, New Zealand, and Queensland, in the matter of loans, and for the federal government of the Leeward Islands.

The *Colonies* are of various classes:—In Gibraltar, St. Helena, and Heligoland, the laws are made by the Governor alone. Others are under a Governor and Council, dominated by the Crown, the laws being passed by Order in Council. Others are under a Governor and Council, assisted by an Assembly or Legislative Chamber, partly nominated by the Crown. In nearly all these, the patronage is in the hands of the Colonial Secretary Lastly come those which possess responsible government, with a ministry disposing of the patronage; the Crown having only a veto on the laws passed, as at home.

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34.—BRITISH COLONIES AND POSSESSIONS.

(Population for 1881, from the *Colonial List.*)

	Area in Square Miles.	Population, 1881.	Governors and Place of Residence.	Salaries.
				£
I. POSSESSIONS IN EUROPE with the date of settlement or acquisition.				
1. Heligoland*† (1807)	½	2,000	Lieut.-Col. J. T. O'Brien, C.M.G.	800
2. Gibraltar*† (1704)	1¾	18,380	Lieut.-Gen. Sir J. M. Adye, G.C.B.	5,000
3. Malta*† (1800)	115	149,800	Gen. Sir A. Borton, G.C.M.G., K.C.B. (Valetta)	4,500
Cyprus † (1878)	3,700	185,920	Major-Gen. Sir R. Biddulph, K.C.M.G., (Nicosia)	4,000
II. COLONIES AND POSSESSIONS IN AMERICA.				
North America:—				
4. Canada, Dominion of † (constituted 1867), comprising:	3,470,300	4,325,000	Marquis of Lansdowne, Governor-General (Ottawa)	10,000
Quebec, or Lower Canada (1759)	193,400	1,359,000	T. Robitaille, Esq., Lt.-Gov. (Quebec)	1,800
Ontario, or Upper Canada	168,000	1,923,500	J. B. Robinson, Esq., Lt.-Gov. (Toronto)	2,000
Nova Scotia and Cape Breton (1622)	21,740	440,300	A. Archibald, Esq., C.M.G., Lt.-Gov. (Halifax)	1,800
N. Brunswick (1622–1713)	27,330	321,230	R. D. Wilmot, Lt.-Gov. (Fredericton)	1,800
Manitoba (1870), including North-West Territory and Rupert's Land	2,720,000	112,000	Hon. J. C. Atkins, Lt.-Gov. (Fort Garry)	2,000
British Columbia (1858), including Vancouver's Island (1781)	390,600	49,460	Hon. C. F. Cornwall, Lieut.-Gov. (Victoria)	1,800
Prince Edward Island (1745)	2,173	109,000	J. H. Haviland, Lt.-Gov. (Charlotte Town)	1,400
5. Newfoundland† (1500–83)	40,200	161,400	Capt. Sir J. Glover, R.N., G C.M.G., Gov. (St. John)	2,000
6. The Bermudas (1609)	19	14,000	Lieut.-Gen. T. L. Gallwey, R.E., Gov. (Hamilton)	2,916
West Indies and Central America:—				
7. The Bahamas (1629)	2,020	43,600	H. A. Blake, Esq., Gov. (Nassau)	2,200
8. Jamaica*† (1655)	4,200	581,000	Gen. Sir H. Norman, K.C.B., C.I.E., Gov.-in-Chief (Kingston)	7,000
Turks and Caicos Islands (annexed to Jamaica 1874)	1,755	4,740	R. Llewelyn, Esq., Commissioner (Grand Turk)	400
British Honduras (1670)	7,565	27,500	Col. Sir R. Harley, C.B., K.C.M.G., C.M.G., Lt.-Gov. (Belize)	1,800
			Sir C. Lees, K.C.M.G., Gov. (St. John's)	3,000
9. The Leeward Islands† (consolidated into one Colony, 1872), viz.:—				
Antigua and Barbuda (1632)	110	35,000	E. D. Baynes, Esq., C.M.G., President	800
Montserrat (1632)	47	10,100	N. Porter, Esq., President (Plymouth)	500
St. Christopher, or St. Kitts (1623)	106	29,140	A. W. Moir, Esq., C.M.G., President	800
Anguilla, or Snake Island (1666)	35	2,800		
Nevis (1628)	47	11,870	W. H. Whyam, Esq., President (acting)	600
The Virgin Islands (Tortola, &c.), 1666	57	5,300	Capt. Churchill, President (Tortola)	300
Dominica (1763)	291	23,220	C. Eldridge, Esq., President (Roseau)	700

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	Area in Square Miles.	Population, 1881.	Governors and Place of Residence.	Salaries.
				£
10. The Windward Islands,† comprising—				
Barbados* (1605)	166	172,000	Sir W. Robinson, K.C.M.G., Gov. (Bridgetown)	4,000
St. Lucia* (1803)	238	38,560	R. T. Goldsworthy, Esq., C.M.G., Adminr. (Castries)	800
St. Vincent (1763)	131	40,550	A. F. Gore, Esq., Lieut.-Gov. (Kingstown)	1,300
Grenada (1763)	133	42,050	Col. R. Harley, C.B., C.M.G., Lieut.-Gov. (St. George)	1,300
Tobago (1763)	114	18,060	E. Laforde, Esq., Lieut.-Gov. (Scarbro')	800
11. Trinidad*† (1797)	1,755	153,130	Sir S. Freeling, K.C.M.G., Gov. (Port of Spain)	5,000
South America:—				
12. British Guiana*† (1803), viz.: Demerara, &c.	76,000	252,200	Sir H. T. Irving, K.C.M.G., Gov. (Georgetown)	5,000
13. The Falkland Islands*(1765)	7,600	1,555	T. Kerr, Esq., Gov. (Stanley)	1,000
III. COLONIES AND POSSESSIONS IN AFRICA.				
14. Island of Ascension (1815)	34	27	Capt. Roe, R.N., Officer-in-charge	1,000
15. St. Helena* (1600)	45	5,060	H. R. Janisch, Esq., C.M.G., Gov. (James Town)	950
16. West African Settlements* comprising—				
Sierra Leone (1866)	468	60,600	A. Havelock, Esq., C.M.G., Gov. (Freetown)	2,000
The Gambia‡ (1631)	21	14,150	Surgeon-Major Goulsbury, C.M.G., Adminr. (Bathurst)	1,300
The Gold Coast (1618) including Elmina and Dutch Guinea (1872)	15,000	400,000	Surgeon-Major Sir. S. Rowe, K.C.M.G., Gov. (Cape Coast Castle)	3,000
Lagos (1861)	25	75,300	W. B. Griffith, Esq., C.M.G., Lieut-Gov.	1,700
17. Cape of Good Hope, or Cape Colony (1806) British Kaffraria	240,110	250,000	Rt. Hon. Sir H. C. Robinson, G.C.M., Gov.	5,000
[18. Transvaal (1877)	112,000	800,000	Now the South African Republic	—]
19. Natal (1823)	21,000	416,220	Sir Henry E. Bulwer, G.C.M.G., Lt.-Gov. (Pietermaritzburg)	4,000
20. The Mauritius and Dependencies* (1810)	708	416,220	Sir J. P. Hennessy, K.C.M.G., Gov. (Port Louis)	6,000
			A. Barkley, Esq., Chief Commissioner (Seychelles)	888
			J. C. O'Halloran, Esq., Commissioner, (Rodrigues Island)	400
IV. POSSESSIONS IN ASIA.				
21. British India† (1639-62, &c.)	1,500 000	253,000,000	Marquis of Ripon, K.G., G.M.S.I., Viceroy and Gov.-Gen. (Calcutta)	25,000
22. Aden† (Perim is under Aden).	80	21,500	Brig.-Gen. Blair, *V.C.*	270
23. Ceylon*† (1795)	24,700	2,900,000	Hon. Sir A. Gordon, G.C.M.G., Gov. (Colombo)	8,000
24. The Straits Settlements*† (1867), comprising—				
Singapore (1819)	380	139,210	Sir F. A. Weld, K.C.M.G., Gov. (Singapore)	4,700
Penang, or Prince of Wales' Island (1786), and Province Wellesley	315	91,000	C. J. Irving, Esq., C.M.G., Lieut.-Gov. (George Town)	1,700
Malacca	640	95,800	D. Harvey, Esq., Lieut.-Gov.	1,400
25. Labuan* (1846)	30	6,000	D. Leys, Esq., Acting-Gov. (Victoria)	220
26. Hong Kong*† and Kowloon (1841–61)	32	160,410	Sir G. F. Bowen, G.C.M.G., Gov. (Victoria)	4,800

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BRITISH COLONIES AND POSSESSIONS—Continued.

	Area in Square Miles.	Population, 1881.	Governors and Place of Residence.	Salaries.
V. AUSTRALASIA.				
27. New South Wales† (1787) including Norfolk Island (1856)	325,000	751,500	Rt. Hon. Lord A. Loftus, G.C.B., Gov. (Sydney)	£ 7,000
28. Victoria† (1850)	87,900	862,350	Marquis of Normanby, K.C.M.G., Gov. (Melbourne)	10,000
29. South Australia† (1834)	903,425	280,000	Sir W. Robinson, K.C.M.G., Gov. (Adelaide)	5,000
30. Queensland† (1859)	668,300	213,600	Sir A. Musgrave, G.C.M.G., C.B., Gov. (Brisbane)	5,000
31. Western Australia (1829)	976,000	29,100	F. N. Broome, Esq., C.M.G., Gov. (Perth)	2,500
32. Tasmania† (1803)	26,375	286,330	Major Sir G. C. Strahan, K.C.M.G., Gov. (Hobart)	3,500
33. New Zealand† (1840)	104,520	534,100	Lieut.-Gen. Sir W. Jervois, G.C.M.G., C.B. Gov. (Wellington)	5,000
34. Fiji Islands (1874)	7,405	127,100	Sir G. W. Des Vœux, C.M.G., Gov. (Suva.)	—

* Crown Colonies. † Telegraph from England.

NOTE.—In most instances the native population, the military, and persons on board vessels in the navy and merchant service, are included in the above numbers. The *grand total* amounts to 8 million square miles, and a population exceeding 254 millions under the rule of Queen Victoria; whom God preserve! To these add 35 millions of population for the United Kingdom; making one-sixth of the population of the globe.

VALUE OF EXPORTS TO BRITISH COLONIES AND POSSESSIONS, 1882.

Channel Islands	£846,300	Straits Settlements	£2,746,000
Gibraltar	796,000	Hong Kong	3,800,200
Malta	1,137,200	Ceylon	849,500
North American Colonies	5,307,300	Mauritius	482,000
West India Islands and Guiana	2,500,600	Cape of Good Hope and Natal	7,695,000
British Honduras	114,420	West African Settlements	318,000
Australia	24,000,000	Gold Coast	395,000
British India	31,250,000		

Total, about £86,750,000; or £297,000,000, with Foreign Countries.

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35.—PRINCIPAL STATES OF THE WORLD, MORE OR LESS REFERRED TO IN THE "OVERLAND GUIDE."

Queen's Minister, at——. Foreign Minister to London.	Country. Sovereign or Head.	Area, Square miles.	Population.	Revenue.	Debt.	Trade, 1881. Ships cleared for.	Trade, 1881. Exports.
EUROPE.	**United Kingdom.** Queen Victoria (born 1819, succeeded 1837).	121,800	35,263,000	£ 70,000,000 (Army 205,000)	£ 763,000,000 (Navy 460)	58,508	£ 210,500,000
Rt. Hon. Sir E. Thornton, G.C.B., at St. Petersburg.* Baron Mohrenheim.	**Russia.** Emperor Alexander III. (born 1845, succeeded 1880).	8,350,000	100,100,000	110,500,000 (Army 780,000)	464,000,000 (Navy 390)	2,890	9,277,000
Sir H. Rumbold, Bt., at Stockholm.* Count Charles E. Piper.	**Sweden and Norway.** King Oscar II. (born 1829, succeeded 1872).	294,000	6,400,000	6,600,000 (Army 57,000)	18,000,000 (Navy 80)	5,770	4,641,000
Hon. H. C. Vivian, C.B., at Copenhagen.* M. de Falbe.	**Denmark.** King Christian IX. (born 1818, succeeded 1863).	15,200	2,100,000	2,613,000 (Army 50,500)	9,630,000 (Navy 41)	4,090	2,600,000
Rt. Hon. Lord Ampthill, G.C.B., at Berlin.* Count Münster.	**German Empire** (Including Prussia, Bavaria, Saxony, Würtemberg, &c.) Emperor William (born 1797, succeeded 1861).	209,000	45,200,000	30,530,000 (Army 402,000)	15,530,000 (Navy 86)	7,050	29,277,000
Hon. William Stuart, C.B., at the Hague.* Count Ch. de Bylandt.	**Holland (Netherlands).** King William III. (born 1817, succeeded 1849).	12,700	4,061,000	8,760,000 (Army 40,000)	83,000,000 (Navy 133)	3,810	17,230,000
Sir E. Malet, K.C.B., at Brussels.* Baron H. Solvyns.	**Belgium.** King Leopold II. (born 1835, succeeded 1865).	11,400	5,520,000	1,200,000 (Army 77,000)	58,000,000	3,125	13,537,000
Viscount Lyons, G.C.B., at Paris.* M. Waddington.	**France.** President Mons. F. Grevy (born 1813, succeeded 1879).	204,100	37,700,000	136,000,000 (Army 503,000)	940,000,000 (Navy 360)	16,480	30,650,000
F. O. Adams, Esq., C.B., at Berne.* Henri Vernet, Con.-Gen., London.	**Switzerland.** President M. Bavier.	16,000	2,850,000	1,680,000 (Army 215,000)			
G. G. Petre, Esq., at Lisbon.* Senhor Miguel d'Antas.	**Portugal.** King Dom Luis I. (born 1838, succeeded 1861).	34,500	4,750,000	7,000,000 (Army 33,000)	77,600,000 (Navy 63)	1,125	2,966,000

PRINCIPAL STATES OF THE WORLD—*Continued.*

Queen's Ministers at——. Foreign Minister to London.	Country. Sovereign or Head.	Area, Square miles.	Population.	Revenue.	Debt.	Trade, 1881. Ships cleared for.	Trade, 1881. Exports.
				£	£		£
Sir R. B. Morier, at Madrid.* Marquis de Casa Laiglesia.	**Spain.** King Alfonso (born 1857, succeeded 1874).	196,000	16,600,000	31,000,000 (Army 178,000)	500,000,000 (Navy 140)	3,130	4,626,000
Rt. Hon. Sir A. B. Paget, G.C.B., at Vienna.* Count Karolyi.	**Austria-Hungary.** Emperor Francis Joseph I. (born 1830, succeeded 1848).	241,000	37,750,000	75,000,000 (Army 790,000)	485,000,000 (Navy 63)	106	1,893,000
Rt. Hon. Sir G. S. Lumley, at Rome.* Count Nigra.	**Italy.** King Humbert (born 1844, succeeded 1868).	114,500	28,500,000	54,100,000 (Army 170,000)	390,000,000 (Navy 72)	1,810	7,518,000
F. C. Ford, Esq., C.B., C.M.G., at Athens.* Sir B. Armani, G.C.M.G.	**Greece (Hellenes).** King George I. (born 1845, succeeded 1863).	20,000	2,200,000	2,500,000 (Army 11,000)	17,250,000 (Navy 40)	160	1,277,000
William A. White, Esq. Prince J. Ghica.	**Roumania.** King Charles I. (born 1839, succeeded 1866).	50,000	5,400,000	5,000,000	25,000,000		
S. Locock, Esq. M. J. Marinovitch.	**Servia.** King Milan (born 1854, succeeded 1868).	19,000	1,700,000	1,300,000	5,750,000		
Rt. Hon. Earl Dufferin, K.P., at Constantinople.* Musurus Pasha.	**Turkey.** Sultan Abdul Hamid II. (born 1842, succeeded 1876).	810,000 (part in Asia.)	23,000,000	14,500,000 (Army 140,000)	110,000,000 (Navy 150)	1,035	7,595,000
AFRICA. Major Sir E. Baring, K.C.S.I., at Alexandria.*	**Egypt.** H.H. Mohammed Tewfik, Khédivè or Viceroy (born 1853, succeeded 1879).	213,000	6,000,000	10,500,000	80,500,000		3,361,000
Sir John H. D. Hay, K.C.B., at Tangier.	**Morocco.** Sultan Mulai Hassan (succeeded 1873).	260,000	6,000,000	1,700,000	1,250,000	14	326,000
NORTH AMERICA. Hon. L. Sackville West, C.B., at Washington.* Hon. Russell Lowell.	**United States of N. America.** President, Gen. Arthur, 1881.	3,500,000	52,000,000	73,000,000 (Army 28,000)	300,000,000 (Navy 140)	3,335	36,800,000
Don Carlos P. Schaeffer, Cons.-Gen.	**Mexico.** President Senor Porforio Diaz (elected 1877).	742,000	9,650,000	6,275,000	29,000,000	145	1,685,000

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H. B. St. John, Esq., at Guatemala. Señor G. Medina (Guatemala and San Salvador).	**Central America.** (Guatemala, San Salvador, Honduras, Nicaragua, Costa Rica.) President General Barrios, Guatemala (elected 1873).	165,000	2,600,000	8,200,000	11,000,000(?)	12	967,000
Robert Stuart, Esq., at Port-au-Prince. C. S. Villevaleix, Chargé d'Affaires.	**Hayti.** President General Salomon (elected 1879).	30,000	570,000	860,000		14	397,400
	San Domingo. President General Heureuch (elected 1882).	21,000	300,000	300,000			
SOUTH AMERICA.							
J. P. H. Castrell, Esq., at Bogota. Dr. Holguin.	**New Granada (Colombia).** President Dr. Zaldua (elect. 1882).	320,000	3,100,000	1,100,000	4,350,000	31	1,233,000
Col. Mansfield, at Caracas. Sr. Don Jose M. Rojas.	**Venezuela.** President General Blanco.	427,000	1,785,000	1,300,000	10,300,000	16	
F. D. Hamilton, Esq., at Quito. L. Stagg, Esq., Consul-General.	**Ecuador.** President Gen. da Veintimilla.	250,000	1,310,000	560,000	2,460,000		261,000
E. Corbet, Esq., at Rio de Janeiro.* Baron de Penedo.	**Brazil.** Emperor Dom Pedro II. (born 1825, succeeded 1831).	3,700,000	11,800,000	12,000,000	82,250,000	930	6,914,000
W. G. Palgrave, Esq., at Monte Video.* W. Oranwell, Esq., Con.-General.	**Uruguay.** President Gen. Santos (elected 1882).	72,000	438,000	1,630,000	11,500,000		1,416,000
Don Luis Qunitas y Seoane, Consul-General.	**Bolivia.** President Senor Campero (elected 1880).	473,000	2,500,000	694,000	6,000,000	21	
——— at Buenos Ayres.* Sr. Don M. Garcia.	**Argentine Confederation.** President Gen. Roca (elected 1874).	1,620 000	2,250,000	5,125,000	27,500,000	285	3,415,000
Hon. F. Pakenham, at Santiago. Sr. Don M. Martinez.	**Chili** or **Chile.** President Senor Don Sta. Maria.	205,000	2,320,000	4,050,000	15,750,000	385	2,687,000
Sir S. St. John, at Lima. Sr. Don T. Sanz.	**Peru.** Dictator, Gen. Iglesias.	500,000	2,705,000	2,300,000	4,300,000		945,000
G. G. Petre, Esq.	**Paraguay.** President Gen. Caballero (elected 1880, at Asuncion).	72,000	537,000				

PRINCIPAL STATES OF THE WORLD—*Continued.*

Queen's Minister, at——. Foreign Minister to London.	Country. Sovereign or Head.	Area, Square Miles.	Population.	Revenue.	Debt.	Trade, 1881. Ships cleared for.	Trade, 1881. Exports.
ASIA.	**China.**			£	£	31 (exc. of Hong Kong, &c.)	£
Sir Harry S. Parkes, K.C.B., at Pekin. Marquis Tsêng.	Emperor Kuang-Sü (born 1871, succeeded 1875).	4,500,000	450,000,000	60,000,000	5,000,000 (Navy, 60)		6,234,000
	Japan.						
Hon. F. Plunkett,* at Tokio (Yedo).* Jushie Mori.	Mutushito, the Mikado (born 1852, succeeded 1868).	115,400	36,000,000	13,500,000 (Army 62,000)	37,000,000 (Navy 32)	36	3,152,000
	Persia.						
R. F. Thomson, Esq., at Teheran.* Prince Mirza Malcolm Khan.	Shah Nasser ed Deen (born 1829, succeeded 1848).	550,000	5,000,000	3,000,000		25	
	Siam.						
E. Swatow, Esq., C.B., at Bangkok. Prince Vararidhi.	Under a King and High Priest, who speaks English.	260,000	5,000,000	1,200,000			105,000

*Telegraph with England.

COUNTRIES BORDERING ON INDIA.

Anam or **Annam.**—Area, 50,000 square miles. Pop., 9,000,000. Bordered on the south by Cochin China, on the North by Tonquin Capital, Saïgon, belonging to the French, who have occupied Tonquin.

Birmah, under the Emperor Thebau (1878).—Area, 190,000 square miles. Population, 3,500,000. Capitals, Mandalay and Ava.

Thibet, or **Tibet,** under a Dalai-Lama at Lassa.—Area, 840,000 square miles. Population, 6,000,000.

Chinese Tartary, Little Bucharia, or **East Turkestan,** Capital, Yarkand, 140 miles north-west of Kashgar. This and Thibet are nominally parts of the Chinese Empire.

Turkestan, comprising (1) KHIVA, under Khan Babad, succeeded 1846. Population, 200,000. (2) BOKHARA, under an Emir at Bokhara; which is 120 miles from Samarcand, where the great Timurlane is buried. Area, 335,000 square miles. Population, 1,000,000. (3) KHOKAND, under a Khan. Area, 150,000 square miles. Population, 500,000. Under Russia.

Koondooz, under a Khan, to the north of Afghanistan.—Area, 50,200 square miles. Population, 250,000.

Afghanistan, containing Cabool, Ghuzni, Kandahar, and Herat.—Area, 225,000 square miles. Population, 2,500,000.

Beeloochistan, containing Khelat or Kelat.—Area, 160,000 square miles. Population, 1,000,000.

Arabia, including Mecca and Medina, &c., under the Sultan; and Muscat, under an Imam.—Area, 1,200,000 square miles. Pop., 7,000,000 (?).

Distances of some of the chief places in the above, from *Peshawur*, on the Indian frontier, as follows:—Cabool, 150 miles. Ghuzni, 200 miles. Kandahar, 350 miles. Herat, 550 miles. (Herat to Merv, 225 miles; thence to Khiva, 330 miles.) Mushed, 750 miles. Astrabad, miles. Kelat, 600 miles. Koondooz, 310 miles. Balkh, or Belkh, 410 miles. Samarcand, 700 miles. Kokand, or Khokand, 900 miles. Bokhara, 690 miles. Khiva, 990 miles. Ladak, or Leh, in Thibet, 400 miles (or 300 miles from Amritsir). Yarkand, 800 miles. Kashgar, 950 miles.

Distances from *Calcutta* to the following:—Calcutta to the River Brahmaputra, by rail, 160 miles; thence up the river to Sudiya, in the Mishmee Hills, about 600 miles; thence over the mountains on the Chinese border to Batang (on the Yang-tse-Kiang), 300 miles. Batang stands 5,000 feet above sea, 300 miles north of Talifoo. Calcutta to Darjeeling, 300 miles; thence over to Lassa, or Lhassa, in Thibet, 300 miles. Calcutta to Rangoon or Moulmein, by sea, 850 miles. *Rangoon*, up the Irawaddy, to Mandalay (Burmah), 450 miles. Thence by Bhamo (Burmah), to Momein (China) and Talifoo; over mountains 5,000 feet to 7,500 feet high, and across the heads of the Rivers Sal wen and Cambodia. Talifoo is 500 miles from Bhamo, on a lake, 7,000 feet above sea. Talifoo to Yunan, or Yunnan, on a branch of the Yang-tse-Kiang, 150 miles. *Moulmein* to Yunan, about 750 miles over mountains 4,000 feet to 7,000 feet high. Yunan is 1,800 to 2,000 miles from Shanghai, by the Yang-tse-Kiang.

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SKELETON ROUTE I.

OUTWARD.

THE MEDITERRANEAN AND CANAL ROUTE.

LONDON to SUEZ, by SEA, via GRAVESEND, GIBRALTAR, MALTA, and PORT SAID.

Peninsular & Oriental Steamer leaves Gravesend Every Wednesday and Thursday.
" " " arrives at Gibraltar Every Sunday.
" " " arrives at Malta Every Thursday.
" " " arrives at Port Said Every Monday.

Proceeds through the Canal for the *Thursday* departure from Suez; where Bombay passengers change Steamers every other week.

N.B.—The Wednesday departures from Gravesend are all for Bombay.—See Route 5. Every other Wednesday for Madras, Calcutta, and China.—See Route 6. Every other Thursday for Australia.—See Route 24. The P. and O. Venice and Brindisi boat, as well as the **Austrian Lloyd** boat from Trieste, arrives at Alexandria on Thursday morning.—See Route 2.

Orient Line calls at Brindisi, every two weeks, for the New South Wales Mail.

Other **Steam Lines** run periodically to the Mediterranean, or *via* that and the Canal—as the **British India** (*viâ* Lisbon and Algiers), **John Hall's, Inch, Thames and Mersey, London, Money Wigram,** and **General Steam,** from London; **Union,** from Southampton; **Wilson,** and **Bailey** and **Leetham's** Lines, from Hull; French **Messageries,** and **Fraissinet's** Company, from Marseilles; **Florio-Rubattino,** from Genoa; **Cunard, Moss, Papayanni, Harrison,** from Liverpool, and the following lines to India:—**Hall** Line, to Bombay; **Star** Line, to Calcutta; **Anchor, Clan,** and **City** Lines (Liverpool and Glasgow), to Calcutta, Bombay, and Kurrachee; and others.

See list in the Introduction, and the Steamer Lists and Advertisements in *Bradshaw's Guides.*

Distances.—London (Gravesend) to Gibraltar, 1,299 sea miles; Malta, 981 miles; Port Said, 935 miles. Total, 3,215 sea miles. Lisbon to London, 1,030 miles; to Algiers, 710 miles; to Port Said, 1,630 miles. Malta to Algiers, 550 miles. The Canal from Port Said to Suez is 86 miles long.

Time of Journey (P. & O. Co.)—Thirteen days, viz., 5 to Gibraltar, 4 to Malta, 4 to Port Said; staying about 4 hours at Gibraltar and about 9 hours at Malta.

Fares.—To Gibraltar, £9 (1st class); £5 10s. (2nd class and Passengers Servants); half price for children from 3 to 10 years. To Malta, £15 and £9. To Port Said, £20 and £12. One Child under three years, with the parent, free; other children at a quarter fare. Fares are exclusive of wines, spirits, and beer (which can be bought on board). A reduction is made for family tickets, and for the return voyage within certain limits.

Luggage.—On board the steamer, 3 cwt. is allowed to 1st class; 1½ cwt. 2nd class (and for servants and children between 3 and 10 years). Overweight, 10s. per cwt.; or £1, if beyond Suez, besides 10s. per cent. transit expenses through Egypt. Baggage must be shipped the day before sailing. As to passengers *via* Trieste, see Skeleton Route 8.

HOMEWARD.

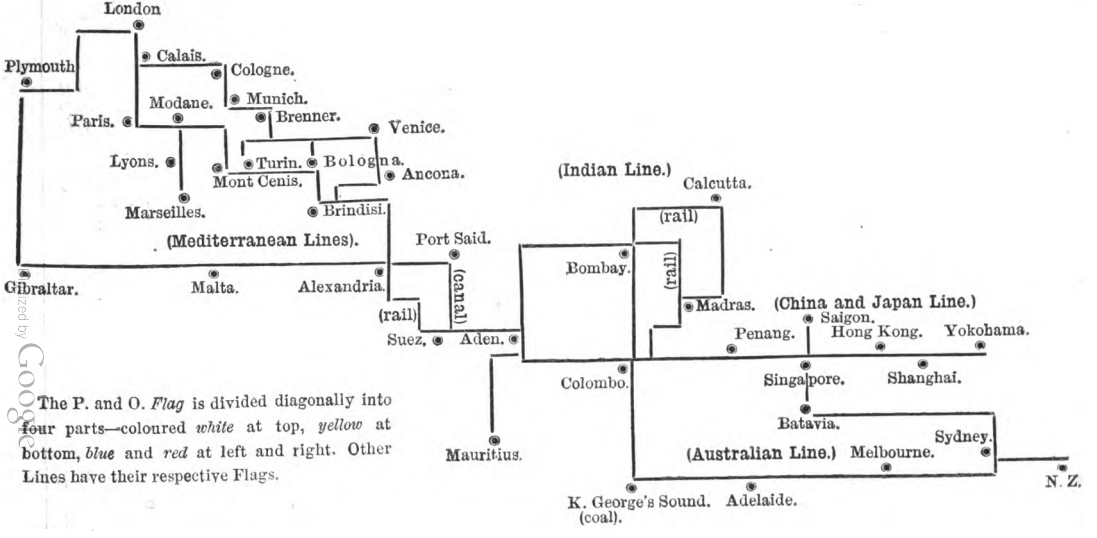
SUEZ and PORT SAID to MALTA, GIBRALTAR, and LONDON.

Peninsular & Oriental Steamer arrives at Suez every Tuesday or Wednesday; leaves Port Said } Every Wednesday or Thursday.
" " " arrives at Malta Every Sunday or Monday.
" " " arrives at Gibraltar Every Thursday or Friday.
" " " arrives at Plymouth Every Tuesday or Wednesday.
" " " arrives at London Every Wednesday or Thursday.

A reduction of 20 and 10 per cent. is made for the return tickets beyond Suez, within 6 and 12 months. Special return tickets for the Mediterranean, &c. Other **Steam Lines,** see above.

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DIAGRAM OF ROUTES TO THE EAST AND AUSTRALIA, VIA SUEZ CANAL.



The P. and O. *Flag* is divided diagonally into four parts—coloured *white* at top, *yellow* at bottom, *blue* and *red* at left and right. Other Lines have their respective Flags.

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ROUTE I.

LONDON TO GIBRALTAR, MALTA, PORT SAID, AND SUEZ.

See List of Steam and Clipper Lines from London, Liverpool, &c., in the Introduction. We will suppose the reader to be on board an outward ship of the Peninsular and Oriental Company, which, as the oldest and most important of the great steam lines, may be taken as the representative one.

For the connection between England, and the lines of communication embraced by the operations of the P. & O. and other Companies, see Diagram opposite. See also the Logs, No. 31, of the Introduction. The departures are made according to the Skeleton Route, page 1, and the boats proceed through the Suez Canal, which is now the main line to the East. Every other week passengers by the P. & O. Company for Bombay change vessels at Suez. The Brindisi line (see Route 2), for the Weekly Indian Mail, proceeds *viâ* Alexandria and the rail across Egypt, unless quarantine regulations forbid.

In 1829, Lord Ellenborough, when at the Board of Control, says, in his *Political Diary*, 12th July:—"Had a letter from Joliffe, of Merstham, proposing a steam-boat to India. Answered by advising private speculation." The P. and O. Company was founded about 1834, when the first vessel went to Portugal and Spain; and was afterwards expanded under its present name, part of which is not so applicable as it was, now that their ships do not call at any place in the Peninsula, except Gibraltar.

Their fleet numbers between fifty and sixty steam ships, of the gross tonnage of 180,000 tons. The large ships range from the Rome and Carthage of 5,013 tons and 1,000 horse-power, to the Geelong of 1,835 tons; the ships building are from 4,500 tons upwards. Ten are of steel. Vessels last about twenty years, and are then sold to make room for better new ones. They have to be built for freight as well as for passengers. In 1883, the P. and O. steamers ran two and a quarter millions of miles; the tonnage of their vessels which passed through the Canal was one-tenth of the whole tonnage; and they paid £200,000 in dues.

The distance to Gibraltar is 1,300 miles, in 5 days, an average of 260 miles a day; that is, geographical or sea miles of 60 to a degree, in twenty-four hours, reckoning from noon to noon. This average will bring us on the first day halfway down the Channel; second day, to middle of Bay of Biscay; third, about Cape Finisterre; fourth, near Lisbon; fifth, Gibraltar; with almost as much regularity as a railway.

The fairway in the English Channel is so plainly shown on the chart that there is no doubt of the steamer's movements under ordinary circumstances. The soundings, or depths in fathoms of six feet at low water, are clearly marked in every part, so that even in foggy weather she can tell whereabouts she is. At night the coast is as "well lighted as Regent Street."

Turning your head to the ship's bow, the right-hand is starboard, the left is port. Another distinction is the windward side for that on which the wind blows, and leeward ("lew-ard") for the otherside. At night coloured lights are used to mark the two sides; bells and other signals are used in fogs.

Leaving **Gravesend** (New Falcon Hotel) we pass down the river to the *Nore*, between Sheerness and Shoeburyness; thence among the sands in the Thames mouth, to MARGATE and the North Foreland; round to RAMSGATE and the *Downs* anchorage, between Deal and the Goodwin Sands. Past South Foreland to Dover and its Castle, with Calais and Boulogne on the French side, 20 to 25 miles off. Hence the course and distance down Channel to the mouth or "Chops" are about W. (by compass), 300 miles. Pass Dungeness and HASTINGS EASTBOURNE, near Beachey Head, between which and CHERBOURG the famous *Alabama*, under Capt. Semmes, was sunk by the Federal ship Kearsage, 19th June, 1864. PORTSMOUTH and SOUTHAMPTON, the former starting point of the Co.'s lines are inside the Isle of Wight. Portland Bill, and the Start, near DARTMOUTH, are left on the starboard hand, with the Eddystone off PLYMOUTH. The Lizard beyond FALMOUTH is the usual point of departure for outward-bound ships. Vessels from Liverpool, &c., come down by way of St. George's Channel.

Portsmouth.—From here H.M.'s troopships large and comfortable vessels, 300ft. long and upwards, run to India, in the trooping season, October to March, to convey reliefs. The distances

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are—Portsmouth to Gibraltar, 1,130 miles; Malta 960 (stop at night), Port Said (a few hours) 940, Suez 88 (to save post), Perim 1,200, Aden 100, Bombay 1,645.

Southampton.—The starting place for the Royal Mail, the Union, and the Netherlands lines; see Route 26. **Dartmouth.**—For the Donald Currie line; see Route 25. **Plymouth.**—For the Orient and other lines, going and returning. The homeward boats of the P. and O. Co. call here. Agents, Fox, Sons, and Co., and at Dartmouth. Agents at *Falmouth*, Carne & Co.

Pass Ushant Light, off which Howe's Battle was fought, 1st June, 1794, and across the *Bay of Biscay*. Westerly winds with variable weather prevail in the Channel and Bay of Biscay, but the weather improves about Cape Finisterre. After sea-sickness, cayenne pepper is recommended as a good tonic. Make only a sparing use of stimulants; claret is the best drink. A walk of 100ft. on the ship's decks, done 53 times, is about a land mile (5,280ft.); a sea mile is 6,075ft. A cable's length is 15 fathoms. A knot is the 120th part of a sea mile; but it stands for a mile in calculating a ship's run.

The vessel generally approaches near that bold yet beautiful point of land, *Cape Finisterre*, lat. 42° 57′ N., long. 9° 6′ W.; then hugs the rocky and picturesque shore, studded with *lighthouses*, erected on small islands and headlands, interspersed with pretty white villages. Off this coast, on 7th Sept., 1870, H.M.S. *Captain*, an iron-clad turret ship of the first-class, was capsized in a S.W. squall in the night. She was near the Admiral's ship, Lord Warden, at 2 a.m.; and at day-break she was missing. All her crew, including the Captain, H. Burgoyne, and her designer, Captain C. Coles, went down in her; except the gunner and a few hands who escaped in a boat to Vigo. Next, VIGO BAY is passed, with

OPORTO—*Railway Station and Telegraph.* Then the Burlings Light is seen, and the Heights of *Torres Vedras* appear, memorable for the lines constructed by the Duke in the Peninsular War of 1810. *Mafra*, with its convent, magnificent church, and palace, is clearly discernible with a telescope. The Convent of Our Lady stands on a wild, precipitous, and rugged rock, 2,500 feet high. Soon afterwards we sight Cape Roca, or the *Rock of Lisbon*, a most striking, unshapely mass near the Tagus mouth; up which stands, like the Pontifical capital, the seven-hilled city of **LISBON**—*Railway Station and Telegraph.* The lofty public buildings and spiral churches, together with the vessels at anchor off the quay, are all distinctly visible. P. and O. Company's Agents, Messrs. R. Knowles and Co. Steamers of Castle Co. (D. Currie) and British India Co. call here periodically.

To the south stands the lighthouse, on that curious headland, *Cape Espichel*, which is singularly stratified and marked. Portuguese "men of war" are seen. The steamer now rapidly passes by the receding land and shortly afterwards nears *Cape St. Vincent*, celebrated for Lord St. Vincent's naval victory of 14th February, 1797, when Nelson captured the San Josef, and for the defeat of the Miguelite squadron by Napier, 1833, for which he was made Count St. Vincent It then enters the Bay of Cadiz, during the crossing of which no land is visible until we sight *Cape Trafalgar*, memorable for the victory and death of Nelson, on the 21st October, 1805; soon after which the vessel enters the *Mediterranean Sea*, by a Strait between the Pillars of Hercules, the Atlas group, 12,000 feet high (ascended by Dr. Hooker, 1871), on the African side, and the Sierras of Andalusia, on the Spanish shore; the Rock of Gibraltar (10 miles distant) being in sight. The water, heretofore of a *deep blue* colour, becomes green as an emerald. A strong current sets in from the Atlantic. Then pass *Point Europa* to

GIBRALTAR—*Telegraph*

(so called from Jibel "*Mountain*" and Tariff "*Rock*," or from *Tarik*, the name of the Moorish General who captured it. *Mons Calpe* of the Ancients). Area, 1¼ square mile. Lat. 36° 9′ N.; long. 5° 21′ W.

Population (1878), 28,000, including 5,000 military. It is a free port, with a mole harbour.

HOTELS.—Royal; King's Arms; Club House Hotel; Europa.

HORSE HIRE.—3s. per diem.

STEAMERS.—The P. and O. Company's vessels arrive here weekly, according to the Skeleton Route, page 1. Agents, Messrs. Smith & Co. The boats stop about 4 hours. Steamers to Cadiz, Malaga, Tangiers, Oran, &c.

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CURRENCY—
100 centimos=1 peseta=9½d.
Gold piece of 100 pesetas=£3 19s. 4d.
Silver of 5 pesetas=3s. 11½d.
Bronze of 10 centimos=1d.
English coins at full value.

BANK.—Archbold & Co.

OFFICIALS.—Governor, His Excy. Lt.-Gen. Sir J. M. Adye, G.C.B. Chief Sec., Viscount Gifford, V.C. Bishop, Rt. Rev. Dr. Sandford.

UNITED STATES CONSUL.—H. Sprague, Esq.

Gibraltar was taken A.D. 711 from the Spaniards, by the Moorish leader, Tarik, from whom it derives its name. The Spaniards recaptured it 1333 and 1462, and held it till its capture by the English under Sir George Rooke, 1704, though it was nearly retaken the same year by surprise. Since that year the English have kept possession in the face of repeated attempts to recover it. In 1705 it was besieged by the Spaniards and French with the loss of 10,000 men; again, in 1726, with the loss of 3,000; and again in the memorable *Siege* which lasted three years (27½ months), ending 1782; and the history of which has been written by Drinkwater and Sayer. On this occasion it was successfully defended by Governor Elliott, afterwards Lord Heathfield (whose portrait is in the National Gallery), with an English loss of only 333 killed and 138 wounded. Many ships of the enemy's fleet were set on fire by the red hot shot or "roast potatoes," then first used; and it is recorded that an English soldier was knocked down by a shell, which fractured his skull, broke his left arm, shattered a leg, tore off part of his right hand, and burnt his whole body with powder; and that he was trepanned and amputated; and yet survived through it all, living to enjoy a pension.

OBJECTS OF NOTICE.—The *Rock*, 1,400 feet high, almost perpendicular; on the north, south, and east sides, very steep and rugged; but on the west it slopes down to a fine Bay, 9 miles long and 4½ broad, on which stands the town. It is joined to the mainland by the Neutral Ground. Mole, Fortifications; News Rooms; Club. Government House, called the Convent, as having been once a Monastery. Santa Maria, Jewish Synagogue, Convent, Cathedral of Holy Trinity; Garrison Library and Model of the Rock. Alameda Gardens and Promenade; with Figurehead of the Spanish three-decker, "Don Juan," taken at Trafalgar. Carving of Old Elliott, and Bronze Bust of Wellington. Windmill Hill Prison, Lighthouse, Governor's Pavilion. St. Michael's Cave, Beefsteak Cave, Nun's Well, Castle (an old Moorish building), Torre Mocha (riddled with shot), Saloons of St. George and Lord Cornwallis. Signal House, O'Hara's Tower, La Sileta; Cricket Ground, Racecourse. Monkeys (without tails) are seen at the back or east side of the heights, except when the stifling Levanter blows, which brings them to the west side.

NEW CAVES.—Discovered, 1867, by the late Captain F. Brome, Governor of the Military Prison, at Windmill Hill, containing *human* remains, with those of *extinct animals*, associated with *stone axes*, *flint knives*, querns, armlets and anklets, fractured pottery, &c. Five are at Windmill Hill, and the other five are on the north side of St. Michael's. They are named Leonora, Genista, &c. Some of the relics are to be seen at the College of Surgeons and the British Museum; the latter of which contains some swords of the 13th century, found in St. Martin's Cave, under 6 feet of earth, with an enamelled plate of Limoges ware.

OBJECTS IN THE VICINITY.—The *Pearl Rock*, near the south-west corner of the bay, 1 mile off shore, where H.M.S. Agincourt, one of the combined Channel and Mediterranean squadron, struck, 1st July, 1871, in open day, and fine weather. Over the Neutral Ground, to San Roque, 6 miles; Carteia, 5 miles; Ximena, 24 miles, with its caves and castles. Trade in tobacco, cotton goods, &c.

From Gibraltar, the ship's course through the Mediterranean being easterly, she soon crosses the first meridian, and overtakes the sun every day; gaining 2½ hours up to Port Said. She passes the African shore so closely that Algiers (see Route 11) is visible. Then *Cape Ferro*, the irregular promontory of the Seven Capes, *Cape Bon*, and the *Island of Pantellaria* (3,000 feet high, the Botany Bay of Sicily, marked by a huge tower on the west slope at the water's edge), are sighted; soon after which we reach the harbour of Malta, which is 60 miles from Sicily, 180 miles from Africa.

MALTA—*Telegraph Station.*

Population (1881), 149,782. In 1871, 149,100, besides 7,310 military; of which Valletta contained 34,000, and Vittoriosa, Cospicua, and Sanglea,

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25,000 souls; English and foreign residents, about 2,000; Roman Catholic clergy, 1,140. There were 570 nobility and gentry belonging to 23 noble families, and 1,560 land proprietors. Area of Malta and Gozo, 114 square miles. N.B.—"Keep away from beggars with sore eyes, at Malta, Port Said, &c."—Dr. Hogg's *Indian Notes.*

Governor, His Excy. Gen. Sir A. Borton. Chief Secretary, Hon. W. H. Hutchinson.

DOCKS.—Naval Arsenal and Dock Yard, in French Creek, where the galleys of the Knights used to anchor; Naval Hospital, built 1840; the large new Somerset Dry Dock, designed by Col. Clarke, R.E., and opened 1871, is 430 feet long, and deeper than any at Portsmouth. The Clarence Hydraulic Lift, for docking the largest ships in a few hours, is 300 feet long, and was erected 1873. There is no perceptible tide in the Mediterranean; but a sudden rise and fall of 15 to 20 inches are noticed at Malta.

LAZARETTO, in Marsamuscetto, or Quarantine Harbour.

HOTELS.—Morrell's Family Hotel; Durnsford's; Hôtel D'Angleterre, Strada Stretta. Imperial Hotel, Strada Sta. Lucia. Croce di Malta, Strada Mezzodi; and numerous minor ones.

CARRIAGES.—Drawn by one or two horses at the following fares:—Two horses, per hour, 2s. 8d.; by the course, 8d. a mile. One horse, two-thirds of the above fare.

RAILWAY.—Open to Notabile, 7 miles.

BOATS.—Tariff—per hour, 6d.; every further hour, 5d. From Valletta to cross the Grand Harbour, or *vice versa*, 2d.; to mouth of Grand Harbour, 3d.; from Marsamuscetto to any part of that Harbour, for every half hour, 6d.; for every additional half-hour, 4d.; from Marsamuscetto to Sliema, or *vice versa*, 3d.

STEAMERS.—Arrive at Malta regularly. More than 1,500 first-class steamers pass annually through the port. *From London.*—P. and O. Co. every week; Agent, Mr. C. Kirton. Outward-bound passengers may forward letters by return steamer. British India Co., every two weeks. *From Liverpool.*—Moss and Co., every week; Cunard Co.; Hall Line; Papayanni and Co. *From Palermo and Naples.*—Rubattino-Florio steamers, nearly every day. *From Marseilles.*—Fraissinet and Co., twice a month; Marseilles and Tunis, Messageries Co., every week; Tropoli and Tunis, the Compagnie Transatlantique. *From Brindisi and Tunis.*—By Austrian Lloyd Co. Information about steamers &c., at the offices of Messrs. H. King and Co., 20, Strada Reale. See *Bradshaw's Continental Guide.*

CONSULS.—U.S. Consul, J. Worthington, Esq. Nearly twenty foreign Consuls resident in Malta. The mercantile port is at the head of Grand Harbour.

MONEY.—The only legal tender is the English coinage.

VALLETTA, the capital, with fine harbours on each side, is surrounded with strong fortifications; and is further protected by forts Ricasoli, St. Angelo, Manoel, St. Elmo, Tigné, &c. The view from its noble *Harbour*, one of the finest in the Mediterranean, is strikingly beautiful, with its white stone buildings, towers, streets, and fortifications, rising one over the other all round. Valletta and Florian are on one side; Vittoriosa, Sanglea &c., on the other; with the Cottonera lines outside. Sliema is a new and growing suburb.

PRINCIPAL BUILDINGS. — Governor's Palace, formerly the Palace of the Grand Masters; its corridors, chambers, and armoury of the Knights being accessible to visitors at all times. The Church of St. John is one of the most curious and beautiful in the island, with its chapels, statues, and monuments of knights. The garrison Library, a commodious establishment, containing 15,000 volumes, besides foreign and English papers, magazines, &c.; open to visitors for a small monthly subscription. The Public Library of the Knights, erected by the Grand Master, De Rohan; containing 50,000 volumes, in French, English, Italian, Spanish, and Oriental languages, and can be used by visitors without charge. Here is preserved a rich collection of Phœnician coins, vases, statues, and inscriptions. Periodicals in English and European languages are furnished to the library. St. Paul's Church, built by Queen Adelaide; St. John's Roman Catholic Church; Floriana Convent and its Capuchin mummies; University and Lyceum; New Market, where provisions are cheap and abundant; Granary at Florian; Ospizio and other Hospitals; a Lunatic Asylum; Corradino

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Prison, on the Racecourse; and the Aqueduct, 8 to 9 miles long, built 1616, by Grand Master Wignacourt.

The streets are all up and down, the most level and the broadest being Strada Reale. They should be seen when lit up at festivals. Much carving and fresco work are used on the house walls, instead of paper hanging. The large hotels of the Knights, called Auberge de Castile, Auberge de France, &c., are now occupied as officers' quarters.

CLUBS.—Five—"The Union," chiefly frequented by officers of the navy and army and English residents; Casino della Borsa; Casino Maltese, Strada Reale; Casino San Georgio, St. George's Square; Casino S. Giovanni, Strada Santa Lucia. A small quarterly subscription procures entrance to most of these. The admission to the "Union" is by ballot. Entrance, £4.

NEWSPAPERS.—Two daily; the rest mostly twice a week. *Government Gazette* in English and Italian. The *Malta Times* and the *Malta Observer* in English only. The rest in Italian. The common language of the people is based on Arabic, introduced by the Saracens.

UNIVERSITY.—Consists of a rector and fifteen professors and examiners. The medical school is a singularly good one, cheap and efficient. Its diplomas are recognised in England. The course commences on 1st October.

THEATRES.—Theatre Royal, near Porta Reale Gate, completed a few years since, at a cost of £40,000, from the designs of Mr. C. Barry; a beautiful building burnt down 1873, and since restored. The best operas are performed by an Italian Company, nightly, except on Fridays and Sundays; commencing at 8½ p.m. Boxes (six tickets), from £1 2s. to 18s.; stalls, from 2s. to 4s. Theatre Manoel, built by Grand Master Manoel, in 1731; now used only for private and dramatic performances. The opera season, 1st October to 31st May.

BOOKSELLERS.—English—L. Critien, 28, Strada San Giovanni, and for gold and silver ornaments; Watson, Strada Reale; Calleja, under the Arcade; H. S. King's Reading Rooms, Strada Reale.

ENGLISH CHEMIST.—Kingston, Palace Square.

BANKERS.—J. Bell and Co.; Duckworth and Co.; Anglo-Maltese; Malta Bank.

ENGLISH PHYSICIAN.—J. B. Sammut, Esq., M.D.

CHURCH OF ENGLAND SERVICES.—St. Paul's Collegiate Church. Morning, 11 a.m.; evening, 5 p.m. Holy Trinity, Sliema, near Valletta; daily, 7 30 a.m. and 4 30 p.m. Sundays: morning service, 10 30 a.m.; evening service (choral), 6 p.m. Holy Communion on the last Sunday of each month. There are services at the two garrison Chapels, at the chapel of the Dockyard, and the Naval Hospital, to which the public are admitted. Scotch Free Church, Strada Mezzodì. Wesleyan Chapel at Sliema.

RESIDENT CLERGY.—Bishop of Gibraltar, Right Rev. Dr. Sandford, Gibraltar Palace, Strada Vescovo. Holy Trinity, Sliema. Chaplains to the Forces at Sliema, Florian, Burmola (or Vittoriosa), Valletta, and St. Julians, and at the Naval Hospital and Dockyard.

SLIEMA, or SLEEMA.—The new suburb of Sliema, near Fort Tigné, separated by a deep bay from the city of Valletta, but easily reached by boat or road, contains at the present time some thousand new and well-built villas. At the highest point has been erected an elegant church and parsonage, founded by Dr. Trower, the late Bishop of Gibraltar. The sea bathing at Sliema and St. Julian's bay is excellent. Lodgings are to be easily obtained at moderate prices.

CIVITA, or CITTÀ VECCHIA, called also Città Notabile, and Medina (*i.e.* The City), 7½ miles from Valletta by rail, is well worth a visit. Its Cathedral is the seat of the Roman Catholic Bishop of Malta, and is the site of Publius's House. The view from the bastions is extensive and interesting. The old Church of St. Paul is near the Catacombs, and *St. Paul's Bay*, where the Apostle is said to have been shipwrecked, A.D. 62—"And they knew that the island was called *Melita*." The gardens of S. Antonio, a former summer palace of the Grand Masters, now the Governor's, may be seen on the road. The gardens of BOSCHETTO (a spring), also belonging to the governor's "peculium," are pretty, in the midst of the surrounding want of trees. Verdale Tower overlooks it. *Mousta Church*, looking like a bee-hive, is nothing but a large dome of stone (with windows in it), built by the village mason, Angelo Gatt, a cousin of the priest. It was done without scaffolding, and took twenty years to complete; the altar stands near the

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middle. Phœnician stone piles at Crendi and Macluba.

Malta is a table-land of white soft stone, 17 miles by 9 miles. It contains twenty-two casals or villages, all on the east side; many having handsome churches. The Nasciar ridge is a good point of view. It is well cultivated by its numerous industrious population. The roads are good; the fences are of stone. Its chief commerce is in cotton, wine, oil, wheat, fruit, and cattle; and in fine filagree work. It is healthy, but hot, with a clear brilliant sky, through which Mount Etna may sometimes be seen, 130 miles distant. The scirocco blows in September; October and November are cool and delightful; the rainy months (but still pleasant ones) are December, January, and February; June, July, and August are the hot months. The north-east wind is called gregale. Being the residence of a Governor and large garrison, as well as of the Commander-in-Chief and the Port Admiral of the Mediterranean fleet, from October to May, it is a favourite resort of visitors. Military bands play every evening in the open air during the season; and excursions are daily made to places of interest in the island. The local regiment, "Malta Fencible Artillery," is entirely officered and manned by natives.

Malta is a crown colony, governed by its own laws, which are passed by the Governor and a council of sixteen members. The canon law prevails among Roman Catholics. The Bishop is appointed by the Pope; the revenues of the see amount to above £1,000 per annum. The Bishops have been usually chosen from among the families of Maltese nobility, and have been distinguished for their simplicity and beneficence. The canons of St. John's, and of the cathedral of Civita Vecchia, with one exception, are appointed by the Pope. Most of the other benefices are in the hands of the British Government.

The neighbouring island of Gozo is more fertile than Malta; and can be easily reached by a ferry-boat in about five hours from Valletta. It is the summer resort of many of the native gentry. An old Castle and Giant's Tower are to be seen. It is noted for large cray fish and for white silk. Comino is a fortified islet, with good rabbit shooting.

Malta, or Melita, was a Phœnician colony which came to Carthage, B.C. 402; to Rome, B.C. 242; to the Saracens, A.D. 870; and to Roger of Sicily, A.D. 1090. When the Knights of St. John, or Knights Hospitallers, were driven out of Rhodes, Charles V. gave them this island, 1530; and under their rule it became very prosperous. The French fleet took it 1798; and, besides other mischief, stripped the leaden roof of the baraccas or porticoes, where the Knights used to walk in hot weather. It was captured by the English, 1800, after a siege of several months. The Knights of Malta are now a mere name. The last Grand Master, Fra Tommasi de Cantara, died 1805; since which time the order is administered by a lieutenancy at Rome. A plague in 1814 carried off 4,700 persons.

The late Right Hon. J. Hookham Frere here published his translation of Aristophanes, and died 1846, after 24 years' residence. He is buried in the Cemetery over the Quarantine Harbour. Some hexameters he wrote begin thus:—

" Malta, sovereign isle, the destined seat and asylum
Of chivalry, honour, and arms—the nursing-mother of heroes.
Mirror of ancient days * * * *"

About 120 miles from Malta, near Sicily, was *Graham's Island*, which rose and sank in 1831, lasting long enough to be landed upon and described by Sir W. Scott. About half-way towards the Tunis coast is *Lampedusa*, which is identified by some as Prospero's enchanted island in the "Tempest."

Hence to Port Said and the Canal in 4 days. **Alexandria** is passed; for which see Route 2.

SUEZ CANAL.

This great work was first projected by Baron Lesseps, who held a diplomatic post in the country in 1854, when he first opened the scheme to the late Viceroy, Mehemet Said. A firman having been obtained from the Sultan, and a concession granted by the Pacha, 1856, the works were commenced in 1859, by "La Compagnie Universelle du Canal Maritime de Suez," constituted in France, where the principal part of the capital was subscribed in 500*fr.* shares. The Pacha took a large number (afterwards bought by the British government), and allowed the employment of native labour. Many English engineers, following the opinion of Mr. Robert Stephenson, who was sent out by Lord Palmerston to report, laughed at the scheme as com-

mercially unsound, on the ground of the impossibility of keeping open an accessible shipping port at the Mediterranean end; but this opinion was ascribed by Frenchmen to the "jealousy of England." On the death of Mehemet Pacha, the permission of the Company to hold any territory in Egypt, one of their great objects, was formally withdrawn by the Sultan; and, after much dispute, a money compensation of $3\frac{1}{2}$ millions sterling was made to them by the present Viceroy in 1864, in consequence of an award pronounced by the Emperor Napoleon, to whom the matter was referred for arbitration. They retain a strip of land along the canal for 99 years. Egpyt is on one side and the Desert on the other.

A complete model of the work was exhibited in the Egyptian Temple at the French Exposition of 1867; and after it was formally opened in November, 1870, an official examination, under Admiralty direction, was made by Captain Richards, the then Hydrographer, and Colonel Clarke, Director of Works; who reported favourably of the project, as likely to be useful to naval and commercial vessels of reasonable length, and not drawing too much water. The Isthmus, at its narrowest part, where traversed by the Ship Canal, is 72 miles wide, by a straight line from Pelusium, in the Mediterranean, to Suez, in the Red Sea, and is every way suitable for the purpose, as lying in the natural basin of the district, towards which the land adjoining on both the African and Asiatic sides gradually slopes. The level of the two seas is nearly the same, the Red Sea being only 6 inches higher at a mean level than the Mediterranean.

When Bonaparte entertained this scheme, in 1798, the scientific men of the expedition represented that the Red Sea was 33 feet higher, which made him give it up. The project was not a new one. An old "Canal of the Kings" was cut by Pharaoh Necho and the Ptolemies from Bubastis to Suez, 100 miles long, which, getting choked with sand, was cleared out in the seventh and eighth centuries, and restored by Caliph Omar, as the Canal of the Faithful. Traces of it are discernible at Suez. When M. de Lesseps first published his plan, a rival project was brought out by M. Talabot, for a canal from Alexandria to Suez, 250 miles long, *viâ* Cairo, corresponding nearly with the existing line of rail; and some such line is still advocated.

The present great work, according to the Admiralty survey, is 86 geographical miles long (about 100 English miles) from Port Said Light to the lights at Suez, and consists of about one-fourth canal, artificially made, while the rest runs through natural lakes lying in the hollows, chiefly the Bitter Lakes and Lake Timsah, which, though shallow, are sufficiently deep to be turned to account. The canal cutting is, or is intended to be, 327 feet wide at the surface of the water, 72 wide at the bottom, and 26 feet deep. Where the cuttings are hard and costly, the surface width is reduced to 196 feet. About one-third of the whole is embanked, the rest being at or below sea level. The work at first was done by the forced labour of fellahs, who scooped the sand, mud, and clay, in the line of the cutting, and carried it off in baskets. Their labour was greatly superseded by sixty or seventy steam dredging machines. The excavation was comparatively easy, as there is little stone along the line except at Chalouf. The Canal begins at

Port Said, 18 miles west of Pelousium, 140 miles from Alexandria, and 12 hours from Jaffa, in Palestine.

HOTELS.—Grand Hotel de France; Du Louvre.

AGENTS.—Many companies have agents here, including the P. and O. Company (Mr. G. Royle), the French Messageries (Mons. Bertrand), Ocean Steam Ship Company (Holt), Russian and Austrian Companies, &c.

CONSULS.—British (W. Burrell, Esq.), French, American, &c.

STEAMERS.—From here to London, Liverpool, Glasgow, Marseilles, Naples, Genoa, Alexandria, Beyrout, Jaffa (for Jerusalem), and the East, including India, China, the Straits, and Australia.

Communication daily with Ismailia, by postal steam launch per Canal, thence to Cairo by rail, also to Suez. The Canal is hot and sandy in the day; chilly at night, with heavy dew.

BOATS.—Threepence for the short distance to the shore. No conveyances, except numerous donkeys.

Port Said is a modern town, daily increasing in importance by the traffic through the Canal; but dirty and uninviting. It is named after the late Viceroy; contains 15,600 inhabitants; and is laid out in regular streets, standing on a platform made by stuff excavated from the Canal. The land here is fast rising

out of the sea, from the deposits of the Nile. Many curios are seen in the shops at exorbitant prices, but they will generally take half what they ask. It has a quay, basin of 137 acres, and dry dock 440ft. long for shipping, outside which is the port or roadstead. This lies between two breakwaters or *Moles* running out from the land, the western one 7,000ft. long, the eastern 6,000ft. The western mole slopes towards the eastern, so much so that, while their shore ends are 4,600ft. apart, the sea ends are only 2,300ft. They are 17ft. wide at the top, and are composed of blocks of artificial concrete of sand, mud, clay, lime (from Theil, near Marseilles, in proportion of 1 to 4½ of sand), and salt water. Each block is made on the spot, in a mould, and weighs about 20 tons. It is allowed to stand about three months to dry before being deposited in its place. The port is to have a uniform depth of 30ft., kept up by means of steam dredges, consuming about 1,000 tons of coal per week. The Lighthouse, with its electric light, is 180 feet high.

From Port Said the Canal passes the lagune of *Menzaleh*, a very shallow lake (swarming with sea fowl), following the coast for 25 miles, and only separated from the sea by a narrow strip of beach. It is the site of old corn fields, once fertilised by the Tanitic branch of the Nile, and now desolate, but perhaps capable of reclamation again. Passing across this lagune, it cuts through a strip of sand 4 miles wide, and about 4ft. above sea level, separating the Menzaleh lagune from that of *Ballah*, which is penetrated by the Canal its whole width. Then comes the plateau of *El Guisr*, the highest ground in the Isthmus, through which the Canal is taken by a cutting in sandstone to the plain of *Lake Timsah* (or Crocodile Lake), which, in one part, is 19ft. below sea level. El Guisr has a church, mosque, &c. On the north edge of Lake Timsah stands

Ismailia, a sort of half-way capital between the two seas, 42 geographical miles from Port Said—44 miles from Suez; named after the present Viceroy, whose restored Palace is here; and forming the central depôt of the Company's works, with a mosque, church, banks, hotels and cafés, theatre, bazaar, hospital, avenues and square, offices and dockyard, and central railway station. Here the Sweet or Fresh Water Canal from Zagazig (a sort of New River) falls in: a necessary work, 40 feet wide, 9 feet deep, opened 1862, before the Ship Canal was made, to supply drinking water along the line. It turns off south to Suez to supply that place with water, and sends branch pipes to Port Said on the north. It is also used by small sailing craft, and for irrigation, and could be turned to good account if the Great Canal failed. The construction of this was facilitated by a third temporary service canal, 20 feet wide, 5 feet deep, designed to bring up supplies, and afterwards absorbed in the Ship Canal.

From Ismailia the route crosses Lake Timsah to Toussoum and the Serapeum cutting, through a plateau 46 feet above sea, where the waters were let in by the Prince and Princess of Wales, 28th February, 1869. It is so named from an ancient monument. Thence to Great and Little Amer, or Bitter Lakes (bitter from the salt), a tract of 100,000 acres, of tolerably deep water, formerly divided by a low sand bank, the channel through which is marked by lights and beacons.

Beyond is the stony plateau of Chalouf, 26 feet above sea level, which slopes down towards Suez, by a plain only 6½ feet above sea level. Here is a cutting 4 miles long, following which, in the direction of an ancient canal and the monument at Madama, we reach the lagune of

Suez, and the shallow inlet by which it joins the Red Sea.

A small vessel, the first one of the kind, went from Ismailia to Suez, laden with coal, 15th August, 1865. Coal was shipped right through for the Peninsular and Oriental Company, in 1867. It was opened in form 17th November, 1869, the day being inaugurated by a procession of English and foreign steamers, in presence of the Khédive, the Empress Eugénie, Emperor of Austria, Crown Prince of Prussia, and other personages at Ismailia, attended with religious ceremonies performed by the Moolahs and Nap. III.'s almoner, Bishop Bauer. On the 27th, the *Brazilian* went through, of 1,809 tons, 380 feet long, 30 feet broad, drawing 17½ to 20½ feet of water; she made the return trip 25th February, 1870. From that time passages have been made almost daily, chiefly by British vessels, and by much larger craft (such as the great troop ships of 4,000 tons, and the P. and O. ships of 5,000 tons), as recorded in the *Isthme de Suez*, French newspaper. The armour-plated turret ship

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Magdala, passed through in January, 1871, on her way to Bombay.

The charges are high, so much per ton, register tonnage; so much per head for passengers; and so much for pilotage (to be abolished). This makes the total cost of sending through the Canal rather heavy; though there is a considerable saving when it is set against the extra cost of a voyage round the Cape of Good Hope; the respective distances being 6,500 miles and 11,600 miles, a saving of about thirty-six days. The allowed rate for steamers is 5 to 6 knots an hour. The Canal will not do for paddle-wheel boats; and the sand storms and excessive evaporation to which it is liable are among the weak points demanding constant attention. Sidings, called *gares* in French, are provided here and there for meeting ships. A telegraph wire runs through from Port Said to Suez, following the rail and Sweet Water Canal along the second half, between Ismailia and Suez. The Red Sea tide, which rises 5 to 6 feet at Suez, is felt up to the Bitter Lakes; and the Mediterranean tide to Kantara. The following is an

ITINERARY OF THE SUEZ CANAL

FROM PORT SAID.

Geographical Miles.

8—Ras el Ech village, south side of Lake Menzaleh

18—Part of a dried up lake.

25—Kantara siding, 1,300 feet long, on the old road and telegraph route to Syria. High waters reach to this, and sands drift heavily in east winds. A small Hotel here.

28 to 34—Ballah Lakes; between clay swamps and low hills.

36—El Ferdane village.

39—El Guisr village. A cutting between banks, 70 to 100 feet high; mosque and floating bridge.

41—Khédivè's summer house, on Lake Timsah. A slight northerly current felt here.

42—Opposite Ismailia, 44 miles from Suez. Occupied by the British Army, 14th August, 1882.

46—Toussoum.

49—Serapeum railway station, on a plateau; banks 30 to 40 feet high; ruins of a monument, on a hillock, with Persian and Egyptian characters, close to station and remains of old canal.

54—Light, on north side of Great Bitter Lake (Lake Amer); Chebrewet Peak, in the Géneffé Hills, to the south-west.

62—Light, at south end of Great Bitter Lake.

65—Kabrette, Aischouhe (two or three houses), at north end of Little Bitter Lake; near ruins of a Persepolitain monument. Géneffé station and hills 5 to 6 miles distant.

70—Middle of the lake (the channel is buoyed), where the Red Sea tides begin to be felt.

75—Shalloufeh or Chalouf railway station, on a stone plateau, near remains of the old canal and El Tarraba Hill. Here the cutting, 4 miles long, is narrowed, between banks 40 feet high. Occupied 1882.

81—Madama. Pontoon bridge, and a ruined monument on a hill, with remains of the old canal.

86—Suez Lights, near the harbour, and the late Pacha's dry dock.

In December and January, 1870, the *Rollo* screw steamer made a run from Gravesend to Calcutta, *viâ* the Canal, in thirty-five days, exclusive of stoppages for coal, carrying passengers and goods.

The Canal is stated to be in a very satisfactory condition. A depth of 8 mètres is constantly maintained by dredging. The jetties and basins at Port Said and the banks of the Canal are well reported of. Ships of 3,000 to 5,000 tons, drawing nearly 28 feet of water, go through in 20 to 30 hours. In the first ten months of 1872, 587 ships went through, being more than in all the four half-years preceding. Toll was levied on the gross tonnage, but by a new regulation it is to be laid on the net tonnage. The receipts in 1873 amounted to £911,000, with a balance on the right side—a balance which began to be felt only in 1872; and the total cost amounted to £18,250,000. In 1877 the annual receipts rose to 24,000,000 francs, of which 4½ millions were profit. The tonnage now is upwards of 6 millions, and the receipts are £200,000 a month. Three-fourths are derived from England, *i.e.*, the P. and O. Company's and other steamers. The transit duties have been lowered by 2½ francs the ton. One beneficial effect of the Canal is that it has improved the climate near it; making it cooler in summer, and warmer in winter. A proposal has been made to widen the Canal or to cut a second alongside it, in order to accommodate the great and increasing traffic.

The Egyptian Government intends to carry the *Railway*, from Suez along the African shore of the

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Red Sea, to a point near Cape Guardafui; thence steamers will proceed to Aden, by which *five days* will be saved, and the dangers of the Red Sea avoided.

SUEZ.—*Railway Station and Telegraph*

Population (1871), 13,625, a mixture of Turks, French, Arabs, Italians, &c.

About 10 miles west is Jebel Attaka, a mountain range, 2,920 feet above sea.

HOTELS.—Suez Hotel, the principal one, good cooking; Normandie; Orient.

STEAMERS.—The Peninsular and Oriental Company's Steamers (Mr. W. H. Roberts, Agent) sail, outward-bound, every Thursday, with the Bombay mails (passengers for Bombay change steamers here every other week); every other Thursday for Colombo, Madras, Calcutta, and every other Friday for China; every other Saturday for Australia. Homeward-bound mails leave every Thursday. British India Company (Agents, Messrs. Beyts & Co.), weekly; Orient Company, twice a month; Rubattino, Netherlands, and other Steamers, as in the Skeleton List. French Messageries every two weeks to India, China, &c.; and every four weeks to Mauritius, Australia, &c.; Agent, Mons. E. Pourpe. A transfer to other steamers is made at Colombo by passengers to China or Australia.

Passengers booked through are conveyed in the train to the new Docks, and thence to the steamer.

CAPTAIN OF THE PORT.—Capt. Weston. TRANSPORT OFFICER AND AGENT TO THE GOVERNMENT OF INDIA.—Commander Chitty.

RAILWAY to Cairo and Alexandria, see page 31.

TELEGRAPH.—To Cairo, Alexandria, London, &c.

BRITISH CONSUL AND BANKER.—G. West, Esq.

MEDICAL OFFICER.—A. P. Moreton, Esq.

OBJECTS OF NOTICE.—Small Battery, Bazaar, Ice House of the Peninsular and Oriental Company, English Cemetery, Custom House, Gate (entering from the desert), Mosque, Hospital for Pilgrims, built by the Pacha. The English Victoria Hospital and the Baths are near the railway station. The Prince and Princess of Wales were here 25th March, 1869. Water is supplied by the Sweet Water Canal. Bust of Waghorn (who first opened up the Overland Route), at the end of the Canal, erected by the Canal Company, 1872. Ibrahim Pacha's Dry Dock, 416 feet long and 78 wide, was opened 1867, at the sea end of the rail, 3 miles from the town. Here H.M. frigate *Forte* and the *Jumna* troop-ship were docked. The P and O. Company's repairing Dock is 360 feet long. A mole of 850 yards, and pier harbour, with 50 acres of quay, are made. There is anchorage for large ships in the Roads, at some distance.

This is the station for a division of the Government transports running to Bombay, in connection with the other division from England to Alexandria and Suez. There are now many well-built houses belonging to merchants and the agents of the different companies settled here—such as the P. and O. Company, the Messageries Maritimes, British India, Orient, &c.; also the Medjidieh Company (Agents, Messrs. Cook and Son), carrying mails and trading to the Red and Arabian Seas, and other parts. It leaves on Friday for Djedda (Jeddah), 615 miles, and Souakin; every other Friday for Massoum, Hodeidah, &c., down to Berbera.

Distances down the Red Sea by British India Company's boats:—to Jeddah 650 miles, Hodeidah 470 miles, Aden 230 miles, Macullah 280 miles, Kurrachee 1,200 miles, Bombay 500 miles.

Sir S. Baker and his wife arrived here 1865, after the discovery of the Albert Nyanza Lake.

HINTS.—On arrival proceed to Suez hotel; select bedroom, take a bath, and retire to rest until the refreshment is ready. Table d'Hôte at 9 a.m., 2 and 6 p.m., and always about a quarter of an hour after the arrival of the trains from Cairo. Make inquiries at the Railway Office if anything has to be paid for overweight of luggage, and see to the transference of baggage to the Indian packet. If proceeding to Bombay, &c., inquire as to the time the purser of the vessel has appointed to allot accommodation to the passengers going to that Presidency, and be ready to pay the amount of passage money. Eastward of Suez rupees are taken at 1s. 9d.; dollars at 4s. Westward, payments are in sterling.

Suez is hot in summer, June to September, but not so trying as in the rest of Egypt, or in India, on account of the enlivening quality of the air. The winter climate is remarkably fine and dry; cool, October and November, and cold, December to February. Confirmed invalids suffering from lung disease come here from Cairo or Alexandria.

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Water at the Suez Canal and the P. and O. quarters is brought by special pipes from the Fresh Water Canal; and it is distributed to the rest of the town.

Good fishing and shooting. Stores and bazaars in connection with the hotel. Visitors to Mount Sinai, &c., are furnished with dragomans and supplies. Otto of roses, turquoises, pottery, and amber may be got. Beautiful oranges are generally to be obtained here. English money is current. At *Nakhl Fort*, on the Pilgrim Route, Prof. Palmer, Capt. Gill, and Lieut. Charrington were murdered by the Arabs, 1882.

Coming home, the railway company lands passengers from the steamer to the town; and those going to Cairo and Brindisi land here, for the train to take them on. The train to Cairo is dusty and slow; it takes nearly eight hours for the 150 miles. The P. and O. steamers by canal will not undertake to land you at Ismailia, where you might proceed by the rail to Cairo.

OBJECTS IN THE VICINITY OF SUEZ, viz.:—*Well of Moses*, near the Valley of Wanderings and the point (now dry land) where the Israelites crossed the Red Sea. At *Torr* or *Tur* are a few houses, where travellers may land for *Mount Sinai* (the visitors to the convent of St. Catherine are at this spot drawn up in a basket) and *Mount Horeb*, called Djebel Mousa, or Moses' Mountain; both about 100 miles distant. You must go ten or twelve hours' journey to be able to get sight of them. Many conical peaks are in view, 5,000 to 8,000 feet high.

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SKELETON ROUTE II.

OUTWARD.

OVERLAND INDIAN MAIL ROUTE,

THROUGH FRANCE AND ITALY.

LONDON to ALEXANDRIA, viâ MONT CENIS or ST. GOTHARD, and BRINDISI.

Overland Mail leaves London for Brindisi Every Thursday or Friday evening.
Peninsular and Oriental Steamer leaves Venice Every Thursday.
" " " arrives at Ancona Every Friday.
" " " " Brindisi.....Every Sunday.
" " " leaves Brindisi.....Every Monday.
" " " arrives at Alexandria ...Every Thursday.

N.B.—The Friday departures are all for the Bombay line. See Route 5.
Alternate Fridays, for Madras, Calcutta, and China. See Route 6.
" " for Australia. See Routes 22 and 24.

Orient Line leaves Brindisi every two weeks, with the New South Wales Mail, through the Canal.
French Messageries Steamer leaves Marseilles for Port Said every Sunday.

For other Lines through the Mediterranean, &c., see Skeleton List, Route 1, and Advertisements and Steamer Lists in *Bradshaw's Guides*.

Distance.—From London to Dover (by rail), 88 miles; Dover to Calais (by steamer), 25 miles; Calais to Paris (by rail), 203 miles; Paris to Mâcon and Turin (by rail), *viâ* Mont Cenis, 35 hours; to Brindisi, 15 hours; Brindisi to Alexandria (by steamer), 825 miles; Venice to Ancona, 125 miles; Ancona to Brindisi, 270 miles; Venice to Alexandria, 1,220 miles; Calais to Brindisi, 1,390 miles; Venice to Trieste, 65 miles.

Time of Journey.—Six days, viz., two to Brindisi (stay 24 hours), three to Alexandria and Port Said. Passengers *viâ* Brindisi are recommended to leave London not later than Thursday morning, or Monday morning *viâ* Venice; and letters for passengers should be sent by Wednesday evening's mail from London. Those who proceed leisurely can break the journey at Amiens, or Rouen, Paris, Turin, Bologna, Ancona, Foggia, &c.

Fares.—Through Tickets from London to Brindisi (*viâ* Mont Cenis Tunnel) by the South Eastern or London, Chatham, and Dover Company, at £12 2s. and £8 15s., 1st and 2nd class. *Viâ* St. Gothard Tunnel, £14 14s. and £8 8s. Special Sleeping Car (at Calais) by Friday Mail from London, £3 6s. extra. By Brighton Company, £10 16s. and £7 16s., and £5 10s. 3rd class. To Venice, fares are less, according to class. From Venice, Ancona, and Brindisi, the P. and O. Company's rates are—To Alexandria, £12 (1st class); £9 (2nd class). Children under 10 years, half-price. One child under 3 years, if with parent, free. For places beyond Alexandria, £8 less than from London. The fares are for sea passage only, exclusive of wines, spirits, and beer. For Through Tickets from Marseilles to Bombay, see Route 5.

Luggage.—Between London and Paris—56 lbs. are allowed *viâ* Dover and Folkestone, 66 lbs. *viâ* Newhaven and Dieppe. In France, 30 kilos. (66 lbs.) are allowed to 1st and 2nd class. In Italy, no allowance is made, and the charge from Modane to Brindisi is 3s 5d. per 20 lbs. All baggage, personal or registered, is examined at Modane or Ala. It can be registered through to Brindisi. Passengers going this way, no further than Alexandria, may send their baggage in the P. and O. Steamer from London. Passengers proceeding *viâ* Venice or Brindisi, to join the company's steamers at Suez, can ship luggage at London.

HOMEWARD.

ALEXANDRIA to LONDON, viâ BRINDISI.

Peninsular and Oriental Steamer leaves Alexandria about .. Every Wednesday or Thursday.
" " " arrives at Brindisi Every Saturday or Sunday.
" " " " Venice.....Every Monday or Tuesday.
" " Mail arrives at London Every Monday or Tuesday.

N.B.—The dates in the P. & O. Company's tables vary at certain seasons of the year, according to the monsoons, &c.; but the earliest mentioned are given in this work. Sleeping Car, by Special Train from Brindisi, extra fares. Travellers for Trieste, on paying Hotel expenses at Venice, are sent on free by fortnightly steamer.

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ROUTE II.

LONDON TO PARIS, LYONS, MONT CENIS, THE ST. GOTHARD, BRINDISI, AND ALEXANDRIA.

After February, 1868, under their new contract with the Government, the Peninsular and Oriental Company's boats ran from Marseilles, *viâ* the Straits of Messina, instead of touching at Malta as before, thus saving 24 hours; but, since the Franco-German war, their boats have taken another and still shorter route, *viâ* Brindisi, with a further saving of 20 to 30 hours against the route by Marseilles. A weekly mail for India is now established *viâ* Bombay, making 52 Indian mails a year instead of 24 bi-monthly mails. It is due at Bombay in 18 days from London, *viâ* Paris and Brindisi, through the Mont Cenis tunnel, opened 17th Sept., 1871.

BREAK OF JOURNEY.—If there is spare time, this may be done—at Dover, Calais, Amiens, and Paris, when travelling by the London, Chatham, and Dover, or South Eastern Railway ticket. At Brighton, Newhaven, Dieppe, Rouen, and Paris, by Brighton ticket. From Paris to Brindisi, at three principal places up to Venice, or up to Bologna; and, after that, at Ancona and Foggia.—See the Itinerary, in the Introduction, for particulars. For the St. Gothard see Route 10; *viâ* Harwich, Route 14.

Leaving London by railway, we proceed to

DOVER—*Railway Station and Telegraph.*

HOTELS.—Lord Warden; Castle; Dover Castle; Ship. Baggage must be taken to the steamer immediately on arrival; if in a fly, fare 2s. Avoid all hotel touters. Porterage, 1s. to 1s. 6d.

PACKETS.—Daily, to Calais and Ostend.—See *Bradshaw's Continental Guide.* Mail packets to Calais at 9 30 a.m., 12 noon, and 10 p.m. Fares, 1st class, 8s. 6d.; 2nd class, 6s. 6d.

OBJECTS OF NOTICE.—Castle, Heights, Shakespeare Cliff, Fortifications, Harbour of Refuge, Museum, Guildhall, &c.—See *Bradshaw's Descriptive Handbook of Great Britain and Ireland.*

Population, 28,490.

BANKS.—London and County; National Provincial.

RAILWAY.—For times of departure of the trains, &c., between London and Dover, see *Bradshaw's British Railway Guide.* Luggage allowed free, 56lbs.

Hire of carriage, £1; horse, 15s.; boat, 10s. per day. Cab fare, 6d. per mile. Fly fare, 1s. per mile.

LUGGAGE.—Can be forwarded direct from London to Paris, if registered, but the owner *must* accompany it.

By packet, 1½ hour, to

CALAIS—*Railway Station and Telegraph.*

HOTELS.—Dessin, formerly Quillac, the two being incorporated; Meurice; Paris. Tariff—Bed, 2 francs; breakfast, 2½ francs; dinner, 4½ francs; attendance, franc; café, 1 franc; baths, 2 francs. Porterage, if weighing 10lbs, 7 sous; 50lbs., 14 sous; 112lbs., 20 sous; 224lbs., 30 sous. Buffet at the railway station.

Population 15,000.

BRITISH CONSUL.—F. Bonham, Es

BANKS.—Bellart and Sons.

PACKETS—Daily, to Dover; mail packets at 1-30 a.m., 1-20 p.m., and 8 p.m. Fares, 1st class, 8s. 6d.; 2nd class, 6s. 6d.

RAILWAY.—For trains, &c., between Calais and Paris, see *Bradshaw's Continental Guide.*

LUGGAGE.—Allowed free, 66lbs. 1st and 2nd class; it is not examined at the Custom House here, but sent direct to Paris; overweight charged 2 sous per lb.

Tickets for Paris obtained at the Railway Office at the end of the pier; and care must be taken to have a ticket for the luggage, which see placed in the van. Second class carriages, extremely comfortable, well lighted, high, and cushioned. Replenish luncheon case and flask. Refreshment room; charge for coffee and roll, 1 franc. Sovereigns worth 25 francs (1 franc = 9½d.) throughout all France, and should be changed at a money changer's, and not at hotels.

OBJECTS OF NOTICE.—Pier; Gateway; Town Hall; Fortifications; Ramparts; Hotel de la Guerre; Lighthouse; Holy Trinity Church, in the suburb of St. Pierre, where the English live.

CLOCK.—The traveller's watch should be altered here, and put nine minutes in *advance*, that being the difference between London and Paris time.

By Railway to

AMIENS—*Railway Station and Telegraph.*

HOTELS.—De l'Univers, Du Rhin, De France, et D'Angleterre.

Population, 74,200,

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Capital of department Somme, and an old town on the River Somme, celebrated for the treaty of 1802, and for Gambetta's descent here in a balloon, 1870. The best part is Upper Town. Manufactures of cotton, velvet, &c., are carried on in Lower Town. Good shops; large picturesque old Cathedral, with a very high roof; Hôtel de Ville, built by Henry IV., whose Belle Gabrielle was born here; Palais de Justice; and a public Library and Museum.

Hence to PARIS, as below.

From London to Paris, by way of Brighton rail and Dieppe. The steamer leaves

Newhaven, where Louis Philippe landed, 1848, as "Mr. Smith." It has a comfortable Hotel, and is a growing place at the mouth of the Ouse, with daily tidal service to Dieppe, by steamer in 5½ hours. Deep-sea harbour in progress.

DIEPPE—*Railway and Telegraph Station.*

HOTELS.—Royal; des Etrangers; des Bains; Bristol. The landing is close to the station.

Population, 20,340.

Resident English *Vice-Consul*, and a *Physician.*

BANKERS.—F. Chapman; St. Hilaire and Co.

A bathing place (the nearest one to Paris) on a chalky coast, at the terminus of the Rouen line. Here are handsome Baths, in the style of a crystal palace; St. Jacques Church, of the 12th century; two English Churches; Hotel de Ville; Museum; and a statue of Duquesne, on the Place Royale. It is noted for good oysters and ivory carvings.

STEAMERS.—Daily tidal, to Newhaven.

Hence by rail, 39 miles, to

ROUEN—*Railway and Telegraph Station.*

HOTELS.—Smith's Albion, on the quay; D'Angeterre, on the quay; De France.

Population, 104,900.

Resident English *Vice-Consul* and United States *Consul.* Four Banks.

STEAMERS.—To Havre and Honfleur.

The old capital of Normandy, chief place of department Seine, and a great cotton town, on the Seine, 88 miles from Paris. It is full of relics of former times, and is therefore a great place for artists.

Notice the old Cathedral, with its tall modern spire; the beautiful Church and Tower of St. Ouen, of the 14th century; St. Maclou, with its fine front and doorway; St. Vincent's; St. Godard; St. Patrice; St. George Bocherville (a Norman Church); and Notre Dame, on Mount Catherine, a fine point of view. Also, the Gothic Palais de Justice; the Bibliothèque, Jardin des Plantes, and the Museum, containing 300 pictures; Tour de l'Horloge, or Clock Tower, built 1389; Statues of Joan of Arc, T. Corneille, and Boïeldieu; and the Suspension Bridge. English Church, at Sotteville.

From hence the rail ascends the Seine to

PARIS—*Railway Station and Telegraph.*

(For Hotels, &c., &c., consult Bradshaw's Continental Guide and the Guide to Paris.)

HOTELS.—Grand Hotel, 12, Boulevard des Capucines. Table d'Hôte—Breakfast, 5 francs; Dinner, 8 francs. Grand Hotel du Louvre, Rue de Rivoli, 3½ francs and 6 francs. Both are very large. The traveller should always take his meals at the table d'hôte (the best fare), and drink the wine peculiar to the place he is staying at, as it is the best and cheapest; this applies to the whole journey.

NEWSPAPERS.—At Galignani's Reading Rooms, 224, Rue de Rivoli.

BRITISH CONSUL.—F. Atlee, Esq., C.M.G. United States Consul, G. Walker, Esq.

HACKNEY COACHES, viz.:—With two places, 1½ franc the course or turn; 2 francs the hour. With four places, 2 francs the course; 2½ francs the hour. The driver is compelled to give a ticket, with his number and fares engraved thereon. Hire of carriages, 25 francs per diem; horses 15 francs per diem. Valet de place, 5 francs per diem.

OMNIBUSES.—To all parts of the city and faubourgs. Fare, 6 sous (3d.); each omnibus corresponds with any other that crosses its line. Persons wishing to profit by such accommodation must ask for a Cachet de Correspondance. From all railway stations, luggage included, at 1½ to 2 francs each person.

RAILWAY STATIONS.—Northern Line Terminus—24, Rue de Dunkerque. Strasbourg Line—Rue de Strasbourg. Lyons Line—Boulevard Diderot. Orleans Line—Quai d'Austerlitz. Versailles Line—Mont Parnasse. Troyes Line—Place Strasbourg. Chartres Line—Boulevard Mont Parnasse. Dieppe Line—Rue St. Lazare. St. Cloud and Sèvres—St. Lazare. See *Bradshaw's Continental Guide.*

Population, 1,989,000.

BANKS.—P. Gil.; Luc. Callaghan and Co.; M. Ferrière Lafitte; Mallet Frerès; Chas. Lafitte

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and Co.; Marcuard and Co.; Imperial Ottoman; Comptoir d'Escompte; C. Noel and Co.; J. Delapierre; Drexel and Co.; Hottinguer and Co.; Continental Bank; Société Générale; Anglo-Egyptian Bank; Crédit Lyonnais; Munroe & Co.; Leon and Dreher.

Agents of P. and O. Company's steamers, Best and Co., 26, Rue de Lepeletier. Messageries Co., 1, Rue Vigiion.

THEATRES (which always open earlier than in England), viz.:—New Opera House, opened 1875; Français (tragedy and comedy); Italien (Italian Operas) Odéon (French comedy); Les Variétés; Palais Royal; L'Ambigu Comique; Opéra Comique; Gymnase; Vaudeville; Porte St. Martin; La Gaieté; Athénée (Lyrique); Renaissance; Chateau D'Eau.

POST-OFFICE.—Place du Carrousel. Letters for England posted here until 7 daily, except on Sundays, then at 5. (Travellers should post letters themselves, and *never* trust them to servants on the continent, as to do so is unsafe). Letters can be directed for travellers to the Poste Restante Department; open daily from 8 to 8, but on Sunday only from 8 to 5 p.m. Post-office orders can be had for provincial places, and stamps are also adopted as in England—15 cent. (1½d.) for Paris and France; 25c. (3d.) for England. Printed bound books and autograph manuscripts charged letter postage rate. Letters can be registered to any part of the world.

OBJECTS OF NOTICE, VIZ.:—*Tuileries* (now cleared away); *Louvre* and its collections; Arc (Arch) de l'Etoile; Palais de l'Industrie; Champ de Mars (site of the Universal Exhibitions of 1867 and 1878); *Jardin des Plantes* (Botanical and Zoological Gardens). Churches, viz.:—*Sainte Madeleine; Notre Dame; St. Geneviève*, or the Pantheon; St. Roch; St. Eustache; Notre Dame de Lorette, St. Etienne, St. Sulpice; St. Germain des Près; St. Germain l'Auxerrois, La Chapelle Expiatoire. Gobelins Manufactory. Elysée Palace (for the President), Rue St. Honoré; *Palace Luxembourg* (for the Senate House); Palace Bourbon (for the Deputies); Hotel des Monnaies (Mint); Palace on the Quay d'Orsay. *Hôtel des Invalides* (Tomb of Napoleon); Place Vendôme (restored Column); *Palais Royal* (Shops and Galleries); Obelisk of Luxor, in Place de la Concorde. Trocadéro Museum; Institute of France; National Library (Bibliothèque); Conservatoire des Arts (Museum). *Hotel de Ville* (Town Hall), rebuilt; Halle au Blé (Corn Market). *Père la Chaise* (Cemetery); Place de la Bastille (Column); Halle aux Vins (Wine Market); Ecole et Palais des Beaux Arts (School and Palace of Fine Arts). Bourse (Exchange); Palace of Justice; Messageries Nationales des France. Fortifications round the City, built by Louis Philippe. Institution des Jeunes Aveugles (blind); Imprimerie National; the Morgue; Dog Market; Hospice de la Vieillesse, Hospice des Enfants Trouvés, La Crèche, Institution des Sourds-Muets. Washing Boats on the Seine. Ecole Polytechnique; Ecole Nationale des Ponts et Chaussées; the Casernes, or Barracks; Ecole de l'Etat Major Ecole Spéciale Militaire. Two or three Panoramas.

PLACES IN THE VICINITY, VIZ.:—*Auteuil*—village, with beautiful villas; *Bois de Boulogne*, principal promenade—the trees cut down in the siege of 1870-71; *Choisy le Roi*—fine Castle; *Fontainebleau*—Castle, Forest, and Emperor's Palace; *Neuilly*—Louis Philippe's Palace; *St. Cloud*—Palace burnt by the French in the siege; *St. Denis*—Tombs of the old Kings, Abbey; *St. Germain-en-Laye*; *Sèvres*—Manufacture of Porcelain, half destroyed in the siege; *Versailles*—Palace, Park, Waterworks; temporary seat of the National Assembly, 1870-9; occupied by the Germans in the siege.

LUGGAGE.—Examined at railway station; it is placed in a large room, and not given up without producing luggage ticket; an admirable arrangement, as there is no confusion or fear of loss. Porters take it to omnibus, which will put the traveller down at his hotel; fare, 1½ to 2 frs. If going to remain a few days, on arrival at hotel, select bedroom; then proceed to the bureau, and contract by paying about 10 frs. per diem for bed, breakfast, and dinner, which, under average circumstances, includes every charge except attendance (½ franc extra, and café au lait in the morning, 1 franc). This should be ordered at 7 a.m., daily, as breakfast is not taken on the continent until 10 a.m., and dinner at 6 p.m. Before quitting your room at the hotel for a walk or business, the key should be given to the concierge in the bureau, who then becomes responsible for your effects. Pack all things and settle bills over night and order your café au lait and roll for your

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start in the morning. Place no reliance on hotel clocks. Regulate your watch by that of the railway station, and, if with luggage, be at the station always half an hour before departure of the train, and let your baggage go with you. Omnibus will call at hotel for passengers for the trains, if ordered, same as in London. Replenish luncheon case before starting; have passport *visée* and in order. The above instructions must be considered as general, and applicable to every place on the continent.

Then by rail to Mâcon and Chambéry, on the direct route to Italy, as below. But, if not pressed for time, the traveller can reach Chambéry by way of

LYONS—*Railway Station and Telegraph.*

Population, 377,000.

HOTELS.—Grand Hotel de Lyon; De l'Univers; Collet et Continental; De Bordeaux; D'Angleterre. Tariff—the same as at Paris. Porterage, 1 to 1½ franc.

OMNIBUSES traverse the town in all directions.

HACKNEY COACHES, &c.—The same rates as at Paris.

POST-OFFICE.—Near Hotel de l'Univers.

RAILWAY.—To St. Etienne, Paris, Chalons, Avignon, Turin, Marseilles, Geneva, &c.—See *Bradshaw's Continental Guide.*

P. and O. Co.'s Agents, MM. Arlès-Dufour and Co.

BANKERS.—Veuve Guerin and Son; Credit Lyonnais; Société Générale; Hong-Kong and Shanghai; Aymard and Ruffier; Comptoir d'Escompte.

UNITED STATES CONSUL.—B. Peixotto, Esq.

STEAMERS.—To Chalons, Vienne, Valence, Avignon, Beaucaire, and Arles, daily in the summer. Restaurants on board.

OBJECTS OF NOTICE.—The Eight Bridges across the Rhône, and the nine over the Saone; its sixty public squares, especially that of Bellecour, one of the most magnificent in France; Statue of Louis XIV.; Library—one of the finest in France—150,000 volumes; Cathedral—its clock is a piece of astonishing workmanship. Hôtel de Ville (see antique faurobole, table of bronze, on which is engraven the harangue delivered by the Emperor Claudius to the Roman Senate, in favour of the city of Lyons); Great Hospital; the Church of the *ci-devant* Feuillans (here lie the ashes of Cinq Mars); Church d'Ainay (mosaic); Grotte Bazelle (ruins of ancient aqueduct); Silk Mills; Pierre Encise; Heights of Fourvières (ascend the tower, charge 1 franc, view magnificent). This hill bears marks of the fire which took place in Nero's time, old ruins being scattered about in all directions. Observatory (view of Mont Blanc on a fine evening); Caserne (Barracks). Theatres—Grand and Bellecour. Palais de Justice; Museum; Picture Gallery (very good). Hotel Dieu; Manufactories of silk, woollens, cotton stuffs, shawls, crapes, gold and silver lace, &c. Churches of Notre Dame, St. Polycarpe, and St. Nizier. Washing Boats on the river, &c.—See *Bradshaw's Descriptive Handbook of France.*

PLACES IN THE VICINITY, VIZ.:—Island Barbe; The Etroits; Bridge of Mulotière (grotto and fountain); Ecule (earth for making chinaware), and Petrifying Fountain. Cavern called Fontaine. Confiux of the Rivers Saone and Rhône.

At Lyons the traveller can take the *Overland Italian Route*, by way of Culoz, to Chambéry.

CHAMBERY—*Railway Station and Telegraph.*

Population, 18,300.

HOTELS.—De France; De l'Europe.

COST OF LIVING.—Eight to ten francs per diem at hotels.

GUIDES.—Five to seven francs per diem.

HORSES AND MULES.—Nine to ten francs per diem, including attendant.

HINTS.—Cold water should not be drunk, but a flask of cold tea should always be carried about the person. When taking up quarters near the embouchure of a lake, &c., select the highest room in the inn or hotel; keep the windows closed at night, and shut them early in the afternoon.

RAILWAYS.—To Aix les Bains, St. Michel de Maurienne, Geneva, and Turin.

At ST. MICHEL, where the new tunnel route diverges from the old route, the break of 50 miles to Susa, along the road over Mont Cenis, which used to be performed by diligence in 10 hours, was in 1867 filled up by Fell's climbing rail, working by steep gradients up the Pass, 6,700 feet above the sea, and reaching Susa in 4 hours. But the *Great Tunnel*, begun 1857, and formally opened 17th September, 1871, shortens this by 2 hours, and is the last link in the most direct chain of railway communication between Calais and Brindisi. It is 8

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miles, or 20 to 30 minutes long, and runs under Col de Fréjus, 16 miles south-west of the old Pass. Mont Cenis (Monte Cenisio, in Italian) itself is 7,360 feet high. After leaving St. Michel, the new route winds up the French (or Savoy) side to Fourneaux and Modane; strikes through the tunnel, coming out near BARDONNECHIA, on the Italian side, and thence winds down, past twenty-five short tunnels, in the midst of splendid scenery all the way, to Exilles and Bussolino.—See *Bradshaw's Continental Guide.*

From Susa it is 33 miles by rail to

TURIN (Torino)—*Railway Station & Telegraph.*

Population, 253,000.

HOTELS.—Grand Hotel Ligurie; Grand Hotel de Turin; Hotel Feder; Trombetta; De l'Europe; Baglioni's.

COFFEE HOUSES.—San Carlo, Florale, Il Pastore, Le Inde, L' Universo.

RAILWAY.—Circular tickets, at reduced fares, are issued by the Alta-Italia Company, taking in Milan, Venice, Bologna, Florence, Genoa, &c. Direct railway communication through Italy down to Ancona and Brindisi, either by way of Milan and Piacenza, or of Alessandria and Piacenza.—See *Bradshaw's Continental Guide;* and *Bradshaw's Handbook to Italy.*

BANKERS.—Nigra Brothers; Vincent, Teja, and Co.; Anglo-Italian Bank.

BRITISH VICE-CONSUL.—C. De Brounlie, Esq.

THEATRES.—Royal; Carignano.

OBJECTS OF NOTICE.—The Cathedral; the Churches of San Maurizio, Del Corpus Domini, San Filippo, San Lorenzo, San Cristino, San Rocco, La Consolata; Royal Palace, Armoury, Gallery of Pictures; Academy of Sciences; University; Bridge across the Po; Marochetti's Statue of Emanuele Filiberto; Cavour's House and Statue; Levi's Jewish College.

OBJECTS IN THE VICINITY.—The Superga and the Basilica; view from La Villa Della Regina.—See *Bradshaw's Hand-Book to Italy.*

From Turin a rail runs, in about 17 hours (270 miles), to Venice; past NOVARA, MAGENTA, MILAN (see Route 8), BRESCIA, VERONA (Route 3), and PADUA. From VENICE (see Route 8), the P. and O. Company's steamer starts every Thursday, for Ancona and Brindisi, in connection with the Monday's mail from Brindisi.

Our direct route proceeds on to **Alessandria** (Station), on the Po, a fortified town (in the old style of such places), built 1168; from which a line turns off to Genoa, through the Apennines. A little beyond, our rail passes near the field of **Marengo.**

The railway now follows the Via Emilia through the plain of Lombardy to

PARMA—*Railway Station and Telegraph.*

Population, 45,220.

HOTELS.—Croce Bianca; La Posta.

BANKER.—G. R. Campolonghi.

RAILWAY.—To Piacenza, Modena, Milan, Bologna, Florence, Ancona, &c.

OBJECTS OF NOTICE.—The Duomo; the Steccata and Ludovico Churches; Palazzo Farnese; Academy, the Paintings of Correggio and Parmigiano; Opera House.

Hence to **Modena** (where remark the Duomo, Ghirlandina Tower, and Ducal Palace) and

BOLOGNA—*Railway Station and Telegraph.*

Population, 117,300. Here the Brenner and St. Gothard lines through Germany fall in.

HOTELS.—Grand Hotel Brun; S. Marco; Pellegrino; Europa; D'Italie.

BANKERS.—Renoli Buggio and Co.

RAILWAYS.—Parma, Modena, Milan, Florence, Ferrara, Ravenna, Rimini, Ancona, &c.

OBJECTS OF NOTICE.—Two Leaning Towers near the Corso; Palazzo Pubblico; the Duomo; St. Petronio, S. Domenico or Dominic, S. Giacomo, S. Stefano, Madonna di S. Luca, S. Michele in Bosco, and several others of its hundred Churches; the Picture Gallery and University; the Bacciochi; and other Palaces; Museum and Library.

THEATRES.—Corso.

The rail passes the "Rubicon," a famous little stream, between Cesena and S. Arcangelo Stations; which, in Cæsar's time, marked the boundary of Cisalpine Gaul.

RIMINI—*Railway Station.*

Population, 17,000.

HOTEL.—Post.

The ancient *Ariminium*, in Umbria; having a Roman Triumphal Arch, and a good Duomo. About 12 miles south-west of the Republic of SAN MARINO, our rail passes SINIGAGLIA, where Pius IX. was born, 1792; then CASE BRUCIATE, where the line from Rome turns off.

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ANCONA—*Railway Station and Telegraph.*

The best Italian harbour in the Adriatic; from which it is 110 hours steam to Alexandria, by the direct route, touching at Brindisi.

Population, 28,500, of whom 5,000 are Jews.

HOTELS.—Royal; Della Pace; Europa; Fenice. Restaurant at the Station; cup of tea or coffee, 60c.

BANKERS.—Classen and Co.; Tarak and Almagi.

BRITISH CONSUL.—A. Tomassini, Esq.

RAILWAYS.—To Rimini, Bologna, Modena, &c.; and to Loreto, Trani, and Brindisi by the Great Southern line, opened 1865.

STEAMERS.—The P. and O. steamer, from Venice, touches here on Friday on the way to Brindisi; and on Tuesday on the return. Agent—P. Tomassini. To Trieste and Brindisi, by the Austrian Lloyd steamers. By the same boats to Corfu, Athens, Constantinople, &c., in the Levant. Steamer to Genoa and other Italian ports.—See *Bradshaw's Continental Guide.*

CHIEF OBJECTS OF NOTICE AT ANCONA.—Duomo, on the top of the white cliff; Arches of Trajan and Clement XII., on the old Mole; Citadel; Governor's Palace, Theatre, &c. **Loreto** and the Santa Casa are 15 miles distant, on the Great Southern line, which our route follows, to

FOGGIA—*Railway and Telegraph Station.*

Population, 24,000. Hotels—Sole; Corsini. Buffet.

A thriving town in Apulia, where the lines to Naples, Rome, and Candela part off; among vineyards and gardens of olives, mulberries, &c. It has a Cathedral, seven Churches, a Museum, and Theatre. To Rome in 12 hours; Naples, 4 hours.

BRINDISI—*Railway Station and Telegraph.*

Population, 12,000.

STEAMERS.—The Peninsular and Oriental Company's Mail steamers leave here, outward bound, for Alexandria, every Monday at 4 p.m., reaching it on Thursday at 7 a.m.; and arrive here, homeward bound, every Sunday at 3 p.m. Agent, K. Du Gué. There is a connection with the Company's boats, both ways, between this place, Ancona, and Venice. Austrian Lloyd steamers arrive and leave on Friday for Corfu, &c. Orient Company, every two weeks, with the New South Wales Mail.

BRITISH CONSUL—H. Dupuis, Esq.

HOTELS.—Oriental; de l'Europe. Great East India Hotel, belonging to the South Italian Railway Company; Charges according to tariff. Tea, 1½fr.; meat breakfast, 3fr.; dinner, 5fr. Rooms, 2 to 8fr. Servants' board, 5fr. a day. The waiters speak English. Hotel D'Angleterre. Buffet at the station; cup of tea or coffee, 60c.

BANKER.—E. Dionisi.

RAILWAYS.—See *Bradshaw's Continental Guide.*

The ancient *Brundusium*, at the end of the Via Appia, now about 64 hours from London. It is again, as it was in Roman times, a starting point for the East. The outer harbour has been improved and deepened. New Dry Docks are 380 feet long, enough for vessels of 2,000 tons. Numerous remains of antiquity are seen, as the Pharos on St. Andrea's Island; a Roman Fountain and Gate; a Roman Pillar near the Cathedral. Churches of the Knights Templars and Knights of St. John; Frederick Barbarossa's Castle; and fragments of an aqueduct and of old walls. A line from Bari meets a continuation of the Naples and Eboli line on the beautiful west coast, and gives travellers a choice of routes on their way to or from home. Here Virgil died on his return from Greece; and Cæsar blockaded Pompey before the latter made his escape over to Dyrracchium, under the hills of Epirus, which are visible in clear weather.

BRINDISI TO ALEXANDRIA

(Three days' steam).

Persons troubled with sea sickness should choose a berth as near the middle of the ship as possible. Aperient medicine taken the day before will often prevent an attack, as the stomach requires to be cleansed before going to sea. Three drops of *creosote* in a little water half-an-hour before embarkation, and repeated every half-hour on a piece of sugar, is an excellent palliative. But, inasmuch as there is no cure for the sickness, it is best to rest in the berth, if the sea is rough; or, if pretty fair, to be on deck as near the centre of the ship as possible. No land is touched at till the steamer reaches

Alexandria, which lies on very low sandy land, where only palm trees and windmills are seen, and the entrance to which is difficult of navigation, owing to the sunken rocks, &c. As soon as this port is made, the passengers' baggage is all got up on deck, ready to be discharged into boats, and they see no more of it until they reach Suez. If the traveller can pack all he requires for his journey

from Alexandria to Suez in his knapsack, it will be much better than in his tourist bag; and care must be taken to put up his luncheon case (well stocked). Only such, perhaps, as may be stowed under a railway seat, should be taken on shore with him at this port, together with his umbrella and sun helmet, as the heat is intense.

Passengers booked through are conveyed *free* from ship to ship between Alexandria and Suez, by the Transit Administration of the Egyptian Government, as follows:—By steamer to the shore and train; and by rail between Alexandria and Suez (12 hours). But passengers will be charged for refreshments during the journey. No water should be drunk until arrival on board the packet at Suez, as all obtainable on this route is more or less impregnated with saline matter, and disorders the bowels. Indeed, at some places it is quite salt. Soda water and pale ale are the best and most nutritious; but ripe oranges may also be eaten with safety. The change of climate, diet, and water render all these precautions essentially necessary, and young and inexperienced travellers should by no means disregard them.

On landing, the traveller here beholds *everything* Oriental, except that a well-appointed omnibus attends his pleasure, and conveys him to his hotel.

ALEXANDRIA—*Railway Station & Telegraph.*
(Native name, *El-Iskendereyeh*).

Population, about 209,900, of whom a good number are foreigners. It has increased owing to vaccination having been used by the Arabs, and the influx of the country population; but there is no drainage; and everything is dear. It is named from its founder, Alexander the Great, whose body was brought hither to be buried after his death at Babylon; and was originally built in the form of a Macedonian mantle, with its largest side near the sea. It is 300 miles from Cyprus, Crete, or Rhodes.

The reigning Viceroy or Khédive, Tewfik Pasha, succeeded his father, Ismail Pasha in 1879. A statue of Mehemet Ali stands in Alexandria Square.

HOTELS.—Abbat's, the best; de l'Europe, or Prince of Wales; des Messageries.

CAUTION TO OVERLAND PASSENGERS.—PASSPORTS.—Owing to the frequent irregular and offensive conduct towards the natives, adopted by some overland travellers in their passage through Egypt, the Consul General in Egypt has authority to arrest any British subject who may conduct himself improperly, and to hand him over to the local authorities, to be dealt with as the Egyptian law requires, and if such offender belongs to Her Majesty's Service he will be reported to the War and India Offices. Passengers intending to remain or travel in Egypt must have a PASSPORT *visée* by the Turkish Consul, at the port where they embark.

Bradshaw's Overland Guides are obtainable at the hotels; and at the Alexandria Stationery Book-store and forwarding agents, 10, Grand Square. They are always ready to give useful information to travellers.

COAST.—Flat, but to the west composed of a tract of yellowish calcareous rock and sand, interspersed with a few dwarfish palm trees.

PORT.—Eastern Harbour, near the Pharos, now deserted. The Western, with a difficult entrance on account of the reefs of rocks, which leave three natural passages, the central being the deepest. Here a Breakwater, 1½ mile long, was begun 1871; made of great blocks of 20 tons each, flung over one another along the reefs, leaving an entrance 1,100ft. wide, inside which are a large outer harbour and an inner harbour near the Custom House. This is one of the stations for the English troop-ships, which run from Southampton to Alexandria, in connection with others, from Suez to Bombay. They are about 300ft. long, with accommodation for 1,000 to 2,000 men. *Principal Transport Officer*—Capt. Willoughby, R.N. The trade of the port amounts to twenty millions sterling of imports and exports in 1,300,000 tons of shipping, mostly English.

Port Said, the Mediterranean end of the *Suez Canal*, to which the London boats of the P. and O. Company, with the Messageries and other lines, proceed, is about 150 miles further east. (See page 9.)

THE STREETS of Alexandria are narrow, with houses close to each other, and matting thrown from the tops so as to form an arcade. The effect is singularly wretched, as they appear in many places in absolute tatters. In the European part of the city, in the south-eastern quarter, the streets are wide, with a handsome open square, in which

the hotels are situated. The motley groups passing and repassing along them are peculiarly interesting, on account of the variety of costumes and grades of society which they exhibit. The rich picturesquely clad, the poor most wretchedly covered, the children emaciated, the blind groping along, all interspersed with noble Bedawees, clothed in woollen shirts and hooded cloaks; camel drivers, crying out with stentorian lungs, "Oh-Guarda-Sakin," "Take care;" strings of camels, with an occasional overloaded animal, which refuses to stand until relieved of his surplus burden; water carriers, with those patient animals laden with water skins; boys (most arrant knaves) driving donkeys at a railway pace; beggars shouting the everlasting "backshish" (alms, money); omnibuses, extremely well appointed, going and returning from the railway station; women selling bread at the corners; and contented tradesmen sitting smoking, working, or chatting at their shops, situated on both sides (which resemble cupboards hewn in walls, and consist of a raised seat of stone or brick, 3 feet high, and about the same width)—all these form a most curious and exciting *coup d'œil*.

The Grand Square, in which the principal Europeans reside, now half a ruin (see p. 25), but under restoration, has a noble and pleasing aspect. The houses are built of white limestone, which remains *untarnished* from the weather. In the centre stands a yellowish white Cairo marble obelisk, surmounted by a handsome fountain. The residences of the different European Consuls have each a flagstaff attached to their balconies; that of the French is surrounded by a winding twisted staircase, which leads to a tower commanding a fine view of the town. Most of the *shop sign boards* are painted and lettered with Greek characters. Here are situated the *best* hotels, and the principal streets diverge from it. The bricks with which the city is built are those excavated from the ruins of the *Old Alexandria*; they are well formed and burnt, and so firmly cemented together that it is more difficult to break the *mortar* than the brick itself.

New Wakaleh, erected for the reception of the merchants, consists of a large open square court, with a ground floor, occupied by magazines facing the Canal, and with shops and entrances towards the exterior.

Causeway (native name, Rodat-et-Teen, "Garden of the Fig"), constructed of stone, connects the fort and light-house, and is ornamented at the south-western extremity (called Ras-et-Teen, "Cape of the Fig"), with a fine row of fig trees, hence its name. It is seven stadia long, from the Lighthouse to the East Harbour, and is sometimes called the Heptastadium.

Churches.—English, Scotch, Greek, and Roman Catholic. Service at St. Andrew's Scotch Church, at 11; also on board the Victoria Bethel ship, at 11 and 7; Sailors' Home, Marina.

Races.—In October, on the course, outside Rosetta Gate.

House Rent.—Very high. Houses, which in 1858 let for £600 per annum, now produce a rental of £2,000; and the Arabs will only let for three years, the rental payable in advance. Roads very bad. Servants difficult to obtain.

Productions.—Cotton and corn, in the purchase and shipping of which many rich and influential Greek firms are engaged. Cotton market, near the station.

Banks.—Bank of Egypt; Anglo-Egyptian Bank; Imperial Ottoman Bank; Commercial; Bank of Alexandria; Credit Lyonnais; Fairman & Co.

Money.—Sovereign=95 piastres. Napoleon=76 piastres. A piastre=40 paras. A para=1-16th of a penny.

Telegraph.—To Cairo and Suez. To Malta and to London, *viâ* Marseilles, Paris, and Ostend. To Cyprus. To Palestine.

Omnibus calls at hotel for transit passengers—no charge.

Dragomans, or Guides.—5s. a day.

Railway.—To Cairo, Suez, &c. To Suez, direct in 12 hours. The Terminus is a large well-arranged edifice. Here the traveller can obtain cakes, lemonade, nuts, fans, and white coverings for hats, which he should not omit to purchase. A rail also to Ramleh, by locomotive and by horse.

Consuls.—C. A. Cookson, Esq., Acting Consul-General; Dr. Mackie, Surgeon; Rev. Dr. Yule, Chaplain. Also American, French, Austrian, and other resident Consuls, about twenty in all. A new International Court of Appeal was opened by the Khédive, 1875, at the Reseltеen Palace.

Vice-Consul, at *Port Said*, C. Perceval, Esq.

IN THE LEVANT, &c.—*Jerusalem*, N. T. Moore, Esq., Consul. *Aleppo*, P. Henderson, Esq., Consul. *Beyrout*, G. J. Eldridge, Esq., Consul-General. *Crete*, T. B. Sandwith, Esq., Consul. *Damascus*, J. Dickson, Esq., Vice-Consul. *Jeddah*, T. Jago, Esq. This last is the landing-place for pilgrims in the Red Sea.

STEAMERS up and down the Nile.—See page 47.

STEAM PACKETS.—The Peninsular and Oriental Company's vessels (Mr. J. C. Chapman, Agent) arrive outward every Thursday morning from Brindisi. Homeward, leave every Thursday for Brindisi and for London.—For the steamers of the Messageries Maritimes (Agent, M. J. Ricard), Austrian Lloyd, and Russian Companies, to places in the Mediterranean, Levant, and Black Sea, see *Bradshaw's Continental Guide*. Egyptian Mail Line (Messrs. Cook and Son) to Constantinople.

[Their boats call at **Jaffa**, 2 days, from Alexandria, which was visited by the Emperor of Austria and Crown Prince of Prussia, 1869, on their way to the Holy City. The Jerusalem Hotel, at Jaffa, is outside the walls, near an American colony of wooden houses, built by a sect of believers in the immediate return of the Messiah, who emigrated from the United States a few years ago. It is 3 hours on to **Ramleh**; and thence 8 hours up to **Jerusalem**, through a moory country, like North Derbyshire and Westmorland. See *Bradshaw's Continental Guide*.]

REMARKABLE OBJECTS IN EGYPT.—Lake Mœris, near Memphis, now twenty-five leagues round, anciently upwards of forty; the two pyramids in the middle alluded to by Herodotus. Grave of Osiris, on the Island of Philæ, 2,700 feet in circumference; Thebes, its Race Course, Ruins of Temples, Colossal Figure of Memnon, Sepulchre of Osymandyas, Obelisks, Torsos of Lions, with rams' heads; Palaces of Karnak and Luxor, their Halls, Roof Plates, Columns, Sculpture, Catacombs (inhabited by Troglodytæ); Tombs of the Kings; Hall of Beauty, Plain. Pyramids, viz.:—About forty near Memphis, Group at Ghizeh. Colossal Sphinxes. The Labyrinth. Ruins of Mosques, viz.:—Sultan Hassan, Tooloon; El Azhar. Tombs, viz.:—Mameluke Sultans, Sultan Kaitbay, the Shadoof, the Sakias. Statues in the Temple, Paintings in the Halls. Propylæa and Columns. Precipices on the Nile, Cataracts, Dancing Girls, Canals, Kangias or Nile Boats, Slave Market, Railway, Bridges on the Nile across the Delta, Tubular Bridge at Benha, Barrage, Burial Grounds, Cemeteries, Bazaars, Cataracts, &c. The River Nile is about 2,200 miles in length.

HINTS.—Here the sun is very hot on landing; put on light clothing, wear spectacles, and use umbrella. Carry knapsack, travelling rug, and flask, on shore in your hand. On landing, either proceed per omnibus waiting at the pier, or jump on a donkey, take your things with you (the boys being arrant rogues, and not to be trusted), proceed to the hotel, thence to the Railway Office, and take ticket to Cairo and Suez. This only applies to travellers who have not proceeded direct from Southampton by the Peninsular and Oriental Company's vessels, or from Brindisi by that conveyance, as then all arrangements for their transit are effected by that Company's agent. Learn time of departure at the railway, return to hotel, write homeward letters and post them, make up a party to visit the interesting objects, take a carriage and share the expenses. Order dinner or refreshment at hotel three hours before starting of train, bespeak a bath, and also alter watch to railway time. By so acting, every object will be seen without the traveller becoming too fatigued. Do not take any French or Egyptian money away, as it is useless. The Egyptians are always crying out for "backshish" (or money). Take no notice of their applications, for if you do you will be tormented to death with beggars.—For a condensed description of ancient Alexandria, the traveller is referred to *Bradshaw's Continental Guide*, special edition.

CLIMATE.—Insalubrious, on account of the conversion of lake Mareotis behind the city into a salt marsh. Damp, and much rain in the winter. Heavy dew at night throughout the year. It is badly drained.

WATER.—Bad, supplied from the cisterns under the site of the ancient city, which are dependent on the Mahmoudieh Canal The wells brackish; and only water obtained from the water-carriers fit to drink.

DISEASES.—Fevers prevalent. Plague always breaks out at this place prior to appearing in any other part of Egypt.

The sandy hillocks, extending for miles to Lake Mareotis, are literally studded with windmills, whose turrets are 30 feet high, arms 20 feet long, sails 3½ feet broad, each having 8 vanes; their operation is extremely simple, as only a single pair

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of Sicilian vesicular lava stones are employed, without any bolting apparatus, the flour falling from the mill into a sack; it is then dressed through a fine gauze hand sieve. Among other interesting objects at Alexandria are the

WALL, with its four gates, rebuilt in 1811; two convents, synagogue, mounds, lofty hills of rubbish and sand, occupying the site of the ancient city, and surrounded by forts.

FORTIFICATIONS, modern, built by French engineers. Forts Napoleon and Cafarelli are in the town. Those along shore were bombarded by the English fleet, June 19th, 1882, when they threatened to attack the ships—Fort Ada was blown up by H.M.S. Superb; Barrack Fort, by the Alexandra; Fort Mex, by the Monarch; Marabout, by the Achilles.

LIGHTHOUSES.—Two in the Western Harbour, near the entrance. Another stands on the site of the celebrated *Pharos*, erected by Sostratus Cnidius, which formerly had on its summit a Telescopic Mirror (in which vessels might be discerned at sea at a great distance off). This was pulled down by the Arab sovereign, El Weleed, at the instigation of a lying Greek, who, in hopes of possessing the mirror, reported that vast treasure was concealed beneath its foundation. The Alexandrians are supposed to have used it to destroy the vessels of their enemies, by concentrating the rays of the sun upon them.

KHEDIVE'S PALACE.—A neat, plain edifice, with handsomely arranged, good-sized, inlaid, brightly-polished floored-rooms, and which can be visited by application to the steward (Vakil). It commands a view of the Muslim Burial Ground. Houses here are built of calcareous stone, with a flat cemented roof, unornamented, with projecting windows of wooden green painted lattice work; but the Palace and European residences have glass windows.

Pompey's Pillar.—A shaft of red granite, standing on an eminence 600 yards from the Nile Gate, between South Wall and the Mahmoudieh Canal. It is 68 feet high, 9 feet diameter at the bottom, the capital a single block, 10 feet high. Base, plinth, and pedestal, are also a single block of red granite total length, 17 feet. Substructure, 4 feet high, beautifully wrought, but disfigured with the names of persons who have ascended it, inscribed thereon in black paint. In order to ascend, fly a large paper kite, with a strong cord attached thereto, which rests on the top of the capital, then draw a stout rope over it, after which rig shrouds, and the ascent is easy. It has been accomplished by British naval officers, and by an English lady. A Greek inscription is discernible when the sun shines obliquely on it. The present name is an accidental one; some say it was dedicated to Vespasian, Severus, &c.; others say it was built or altered by Publius, Prefect of Egypt, in honour of the Emperor Diocleslan.

OBELISKS.—**Cleopatra's Needle,** situated beyond the Roman Tower, on the New Port, is composed of a single red granite block 70 feet long, 7½ feet wide at the base, with four faces, adorned with three lines of hieroglyphics. The central bears the name of Thothmes III., who reigned soon after the Israelites left Egypt. The lateral lines were sculptured about the time of Sesostris. The inscriptions near the base are nearly obliterated. It is one of several, erected originally at Heliopolis, and brought hither by the Cæsars. Four were taken to Rome; one, given by Mehemet Ali to France, is now at Paris. Another, which lay on the ground, was given to England, and now stands on the Thames Embankment. Another is at New York.

TOWER OF THE ROMANS.—Close to Cleopatra's Needle. On its site stands a fort.

TELEGRAPHS.—Carried over nineteen towers—the first on the peninsula of Pharos, and the last in the Citadel.

The celebrated LIBRARY stood near Pompey's Pillar, was built of red, hard, flinty, and speckled stone, adorned with 400 columns, which were cast into the sea by Karaja (Governor of Alexandria), in the time of Salah-ed-Deen (Yousuf-Ibn-Eiyood), the famous Saladin, to prevent the vessels of an enemy from approaching the walls of the city. Here Aristotle once taught philosophy. The collection of books (700,000) was burnt, A.D. 640, by Amr-Ibn-el-'Asi, by order of Omar, after he had been solicited by Johannes, the Grammarian, to spare it. He replied, "If they contain what is agreeable with the Book of God, the Book of God is sufficient without them; and if they contain what is contrary to the Book of God, there is no need of them." They were then distributed for the purpose of heating the baths, and in six months were con-

sumed. In 1854, near the south-west angle of the Great Square, close to the British Consulate, were discovered the ruins of the Alexandrian Library, and some exquisite statues.

NECROPOLIS.—Lately excavated, is situated on the south-west side of the ancient city, between the old submarine harbour and the bed of Lake Mareotis. It is 2 miles long, and contains sepulchres excavated in the calcareous but soft rock.

THE BATHS OF CLEOPATRA.—Lately excavated.

CATACOMBS.—The chief one is a spacious circular chamber, with recesses for mummies. They were founded after the city of Alexandria.

HISTORICAL REMINISCENCES.—Here St. Mark was martyred. Birth-place of some of the most eminent fathers of the church; and hotbed of schisms and heresies. Nelson fought the Battle of the Nile here, 1st August, 1798; and Abercrombie the Battle of Alexandria, 3rd April, 1801, a victory followed by his death. The English army admitted the sea water from the Lake Aboo-keer (Aboukir) into the Lake Mareotis in 1801; Mohammed Ali did the same in 803. The English repeated the same experiment for military purposes in 1807. The gap was then closed, the supply of fresh water from Alexandria cut off, and the course of the canal altered. In July, 1858, after the massacre of the British and French Consuls at Jeddah, the Christians were grossly insulted here. The Pacha of Egypt sent 8,000 troops to keep order.

In 1882, Arabi Pasha, Minister of War, mutinied against his Sovereign; and the people were stirred up against the Christians. The British fleet, under Admiral Sir B. Seymour (Lord Alcester), was ordered up to Alexandria. Riots occurred there 11th June, Europeans were killed and wounded, the English Consul was insulted, and above 30,000 Greeks, Maltese, and other foreigners left the country. The Khedive became a prisoner in his palace. Arabi occupied Alexandria, strengthened the forts, and defied the fleet. The Admiral sent Arabi an ultimatum, and then on 19th June, as in duty bound, for the protection of his ships, bombarded and silenced the forts. Arabi retired to Kafredawar, and the mob at Alexandria, led by Suleiman Sami, burnt the European quarter round the Grand Square. After an unsuccessful appeal to France for a joint occupation, the English Government decided to act alone, and sent General Sir G. Wolseley (Lord Wolseley) with a force of 30,000 men, including 7,000 from India. On August 18th, the British army occupied Port Said, Ismailia, and other points on the Suez Canal. From Ismailia they moved towards Cairo, along the Sweet Water Canal, in the land of Goshen; repulsed attacks of 24th, 25th, and 28th August at Mahuta (near Rameses), Mahasameh, and Kassassin; and on 12th September finally defeated Arabi at **Tel-el-Kibir.** Cairo was occupied 12th to 14th September, and Arabi made prisoner by General Drury-Lowe at Abbasieh. The Khedive returned to Cairo 25th September. Arabi was exiled to Ceylon.

VISIT TO THE HAREMS OF THE GREAT.—Etiquette to be observed by European ladies having that honour:—They must wear a Turkish costume, envelope themselves in the black silk habarah, have a prayer carpet spread over the common saddle, and mount the "high ass," taking care to stoop when passing under the gateways, and then proceed to the Harem, which forms in each establishment a separate residence. On entering the fine marble-faced hall, the elder daughter of the house meets the lady visitor, salutes her in the Oriental fashion, viz., touches her lips and forehead with her right hand, then removes the visitor's riding dress (which to be *à la mode* should consist of a muslin veil over the face, but doubled at the upper part, a coloured silk dress, and over that a black silk habarah), which is considered a mark of condescension. The riding dress is then placed on a pink-shaded cashmere handkerchief, richly embroidered with gold, and removed into another apartment. The visitor is afterwards conducted to the divan, and placed on the right-hand side of the hostess, which is considered the place of honour. Her costume, if of royal rank, generally consists of the following head-dress: a dark handkerchief twisted round a *Tarboosh* (common Turkish cap), with a thick blue silk tassel, divided, hanging down on each side, ornamented with a magnificent sprig of large diamonds, arranged in the form of three lutes, in the centre, from each of which a branch extends, forming an oval shape about 5 inches long. On the left side, high up, is worn a slide of diamonds, through which is drawn a bunch of artificial ringlets.

The attire worn is a long vest, dark-flowered Indian silk trousers; with a large costly cashmere shawl encircling the waist. The neck is decorated

with strings of large pearls, confined by gold beads. The eye-brows are painted with Kohl united by black pigment, in a very broad and unbecoming manner. Refreshments are then offered, on partaking of which the lady visitor salutes the hostess, by bending respectfully, and lowering the right hand before she touches her own lips and forehead. The service is thus performed: several handmaidens (white slaves) form a semicircle, and receive from black slaves silver trays, covered with glass dishes full of sweetmeats, having three spoons in each; after which coffee, on elegantly chaste silver plateaux, in small China egg-shaped cups, in silver filigree stands, inlaid with diamonds, is presented by attendants, who hold the stand between the thumb and finger of the right hand. A short interval then elapses, when elegant cut-glass covered cups in saucers filled with sherbet are handed round on massive silver trays, covered with round richly-embroidered pink cloths which the slaves remove as they approach the visitors. Etiquette allows them to drink one-third of the proffered beverage. The slaves then advance with silver trays bearing large white embroidered handkerchiefs, which are presented for the purpose of wiping the mouth, the lips being touched therewith. After a few moments' chit-chat, the elder daughter throws her arms round the visitor's neck and leads her to inspect the mansion. When taking leave the elder daughter takes the habarah and robes the lady visitor, presses her hand, salutes her on the cheek, lowers her right hand, and then touches her own lips and forehead, and both descend into the court-yard. The lady visitor then crosses the court, reaches the suspended mat which forms the curtain entrance of the Harem, when it is raised by black eunuchs, and the lady retires, accompanied by the chief eunuch, who ascends the mounting platform, receives the present which it is customary to bestow on him, and then places the guest on the "high ass," whilst two other menials arrange the stirrups, the visitor's attendants remaining in the back-ground.

THE LAKE OF MAREOTIS, passed by the Overland Railway, is worth notice. It is traversed by the Mahmoudieh Canal, and by a private line of rail from the main line, to the newly renovated Palace of the Viceroy at **Ramleh**, the Alexandria "Brighton." The Lake is about 70 miles in circumference, and was originally a navigable sheet of *fresh water*, 6 feet deep. The waters were dried up for 90 years, all communication with the Nile *then* having been cut off. It is separated from the sea by mounds of sand, and its bottom is several feet lower than the level of the Mediterranean. In 1788 the waters of the ocean, for military reasons, were let in upon it, the sea flowed in for a week, 300 villages were swept away, and their sites rendered barren. The bank was closed up again, the communication with the sea cut off, but the *salt* water still remained in large quantities. This was repeated in 1801, 1803, and 1807. The water when evaporated leaves behind a vast expanse of dazzling snow-white sheet salt. At the annual flooding of the Nile the lake *re-appears*, but in the dry season it re-assumes its salt state. It formerly communicated with the port of Old Alexandria, by means of a canal.

THE EGYPTIAN POTTER'S WHEEL, which consists of a spindle 2 feet long, turned in a socket 1½ feet under the level of the floor, and a collar 8 inches, with a circular disk on which the ware is thrown, is very curious. It is turned by a circular *flange*, 1½ feet in diameter, just above its lower insertion, and makes two revolutions per second. The man sits on the floor with his legs placed in a small pit below the wheel, and revolves the same by moving his feet about on the *flange*. The ware thus manufactured is well burnt in kilns, and is turned out good, strong, and admirably shaped.

BOOKS.—The traveller may refer to Bartlett's *Nile Boat*, in which he will find beautiful and accurate views of the country, and much valuable information. Also, Mr. F. Eden's *Nile without a Dragoman*; Nassau Senior's *Conversations in Egypt*, *&c.*; E. Arnold's *Palms and Temples*.

For the rail to Cairo and Suez, and the ascent of the Nile, see pages 31 and 47.

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SKELETON ROUTE III.

OUTWARD.

THE GERMAN AND ITALIAN OVERLAND ROUTE.

LONDON to OSTEND (or HARWICH to ANTWERP), COLOGNE, MAYENCE, MÜNICH, INNSBRUCK, the BRENNER PASS, BOTZEN, and VERONA. Thence (1st) to BOLOGNA, ANCONA, BRINDISI, and ALEXANDRIA; (2nd) to VENICE, ANCONA, and ALEXANDRIA; or (3rd) by the ST. GOTHARD or SWITZERLAND ROUTE to MILAN and BOLOGNA.

Peninsular and Oriental Steamer leaves Brindisi every Monday, and reaches Alexandria in 3 days. The P. and O. boat leaves Venice, every Thursday, and Ancona, Friday, in time for Brindisi. **Austrian Lloyd** and **Florio-Rubattino** Steamers, weekly.—See *Bradshaw's Guides.*

Distances and Time of Journey.—To Cologne (393 miles), 19 hours; to Mayence, by rail (112 miles), 4 hours; to Innsbruck, by rail (387 miles), 18 hours, exclusive of stoppages, viz.:—Münich, 12 hours, Kufstein, 4 hours, Innsbruck, 2 hours; to Botzen or Bolzano, by the *Brenner Tunnel*, by rail (80 miles), 6 hours; to Verona, by rail, 6 hours. Thence (for *Brindisi*) to Bologna, 6 hours; Ancona, 4 hours; Brindisi, 11 hours, in time for the P. & O. Steamer, every Monday, to Alexandria (825 miles), in 3 days. Or to *Venice*, by rail (72 miles), 4 hours; thence by P. & O. Steamer to Ancona and Brindisi, in 2 days. For the *St. Gothard*—Mayence (as above) to Heidelberg and Bâle, 218 miles; Bâle to Lucerne, 59 miles; Lucerne, by the *St. Gothard Tunnel*, to Milan, 178 miles; Milan to Bologna, 216 miles; thence to Brindisi.

Fares.—Through Ticket to Brindisi, £11 17s. and £8 13s. By Steamer to Alexandria, £12 and £9.—See *Bradshaw's Continental Guide* for further particulars. Holders of through tickets *viâ* Harwich, &c., may break the journey at certain places.

Luggage.—In Germany, the quantity allowed is about 55 lbs.; the charge for overweight from 1s. 11d. to 3s. 8d. per 10lb. In Switzerland and Italy, no free allowance.

HOMEWARD.

ALEXANDRIA to BRINDISI, BOLOGNA, VERONA; or, to ANCONA, VENICE, VERONA; thence by INNSBRUCK, MÜNICH, MAYENCE, COLOGNE, to ENGLAND. Or, to BOLOGNA, MILAN, LUCERNE, BALE, &c.

Peninsular and Oriental Steamer leaves Alexandria every Wednesday, or Thursday, and reaches Brindisi in 3 days; thence to Ancona and Venice, in 2 days. Or by **Austrian Lloyd Steamer.**

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ROUTE III.

LONDON TO OSTEND (OR HARWICH TO ANTWERP), COLOGNE, MAYENCE, MUNICH, INNSBRUCK, THE BRENNER, VERONA, BOLOGNA, ANCONA, BRINDISI, AND ALEXANDRIA; OR, VENICE, ANCONA, AND ALEXANDRIA; OR, BY THE ST. GOTHARD TO MILAN AND BOLOGNA.

The *Brenner Route*, over the Alps, opened 1867, is one of the four direct routes across the Continent (the other three being the Mont Cenis, St. Gothard, and Sömmering routes), connecting Central Europe with Italy without a break. For the St. Gothard, see page 29, and Routes 9 and 10. During the Franco-German war of 1870-71, when the routes *viâ* Marseilles and Mont Cenis were suspended, the Overland mail, after October, 1870, was sent this way to Brindisi, and it was found to answer well, as the quickest and safest of any. The Queen's messenger, in charge of the mail, on one occasion, performed the journey of 1,800 miles in 72 hours. A weekly express train, for Alexandria, left London every Friday evening, and was timed to go through, *viâ* Ostend or Calais, so as to reach Brindisi in time for the steamer.

The route passes Brussels, Cologne, and Mayence on the Rhine, Münich, the Tyrol, Innsbruck, and over the Brenner, in some of the finest Alpine scenery in Europe; thence to Verona, Padua, Bologna, Rimini, Ancona, and down the Adriatic to Brindisi. Intervals for refreshments, 15 to 50 minutes, are allowed at Aschaffenburg, Münich, Kufstein, Innsbruck, Ala, Verona, Bologna (where the Mont Cenis route comes in), and Pescara. Bed carriages (*coupés lits*) can be engaged between Bologna and Brindisi. Baggage can be registered, at a fixed through rate, to save trouble and expense. Changes of carriages take place here and there.

Persons who do not like travelling by night, or on Sunday, may break the journey and sleep at the towns by starting a few days earlier, according to information given in the Time Bills of the routes. All the trains and boats run daily, except the train beyond Padua to Brindisi, which is a special express, despatched only on Mondays, to convey the mails.—Postage to India and Ceylon, &c., see *Post Office Guide*.

Dover.—See Route 2.

Ostend and Calais—See Routes 2 and 9.

Brussels.—See Route 9.

LIÉGE, in Belgium.

Population, 123,500.

BANKERS.—Sauvage and Co.

Manufacturing town on the Meuse, among coal-mines, where hardware and firearms are made, and best described in Scott's *Quentin Durward*. St. Paul's Cathedral; Church of St. Jacques; the Prince Bishop's Palace, now the Palais de Justice.

AACHEN (or Aix-la-Chapelle), in Prussia, on the Rhenish Rail.

Population, 102,400.

BANKERS.—Société d'Escompte; Schweizer and Co.; Crédit Lyonnais.

Cathedral, in which the founder, Charlemagne (Carolus Magnus), is buried; Town Hall, on site of the Emperor's Palace; and its excellent Sulphur Springs. Here the treaties of 1668 and 1748 were concluded, and a congress was held in 1818.

Cologne and Mayence.—See Route 9.

ASCHAFFENBURG (Bavaria), on the Ludwig of Hesse Rail.

Population, 10,700.

An old town on the Maine, near Spessart Forest, and a Villa, modelled after one at Pompeii, built by the late King of Bavaria.

Royal Palace built by the Archbishop-Electors,

Münich, the capital of Bavaria.—See Route 12.

Kufstein, on South Austrian Rail. Population, 1,800. A small Austrian Fortress, on the Inn, in the Tyrol.

INNSBRUCK—*Railway Station & Telegraph.*

The capital of the Austrian Tyrol, on the Rivers Inn and Sill.

Population, 20,600.

HOTELS.—Tyrol; De l'Europe; Goldene Sonne.

BANKERS.—Payr and Sanvico; M. Lowe.

RAILWAY.—To Botzen, Salzburg, Münich, and Vienna.

OBJECTS OF NOTICE.—Church of the Court, with its twenty-eight Bronze Statues of the Members of the House of Hapsburg; Museum (the Golden Roof); Theatre; Palace; University; the Grave of Hofer, Rudolf Fountain.

Hence by the Brenner Pass and Tunnel to Botzen (or Bolzano), by road and by rail.

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The rail over the **Brenner Pass** ascends the Sill, past the Stubayer-thal, to Steinach, where Hofer slept before the battle of Berg Isel; thence to the Brenner Lake and the top of the *Pass*, which is 4,260ft. above the sea. Then down, past the source of the Eisach, and the Brenner Baths, to Sterzing, 2,960ft. above the sea. Pass the Ladisch Bridge, where the Tyrolese defeated Lefébre, 1809; Brixen; Klausen; and **Botzen** (or Bolzano), in the midst of beautiful mountain scenery; on to

Trient, or **Trent**, on the Adige; famous for the Council held 1545-63, in the Church of Sta. M. Maggiore. Population, 17,000.

VERONA—*Railway Station and Telegraph.*

An ancient fortified city, forming part of the old military Quadrilateral, now transferred to the new kingdom of Italy.

Population, 69,000.

RAILWAYS.—To Venice, Mantua, Padua, Vicenza, Botzen.—See *Bradshaw's Continental Guide.*

HOTELS.—Des Deux Tours; De la Tour de Londres.

BANKERS.—Pincherli Bros. and Co.

OBJECTS OF NOTICE.—Roman Amphitheatre; Arch called Porta del Borsari; the Gate of St. Sisto; Porta Nuova; Palace del Consiglio; Tombs of the Scaligeri; Museum Lapidario; Cathedral; Churches of San Zenone, San Fermo Maggiore, San Giorgio Maggiore, Santa Anastasia. Palaces Canopa, Maffei, Giusti, Bevilacqua, Giusti; the so-called *Tomb of Juliet*; Theatres of Filarmonico, Varandas; Stone Bridges. Rail to Milan, Mantua, Padua, Venice, &c.—See *Bradshaw's Handbook to Italy.*

PADUA (Padova).—*Railway Station & Tel.*

Population, 47,500.

A fine old walled city (near the Brenta); having arcaded streets, a Cathedral, St. Antony's and other Churches, a Clock Tower, and a University, where Tasso and Columbus studied. Livy, the historian, was born at *Albano*, six miles off.

[**Padua to Venice.**—Thence to Ancona and Alexandria. See Route 8. Or by rail to Bologna.]

Padua to **Este** and **Ferrara**, both connected with the houses of Brunswick and Guelf; and

Bologna.—See Route 8 for this, Ancona, &c.

ITINERARY OF ROUTE— LONDON—BRENNER—BRINDISI— AND BACK.

	Miles.		Miles.
	0	London	390
	90	Dover	300
North of Franceand Belgium Rails.	111	Calais	279
	178	Lille	212
	246	Brussels (buffet)*	144
		[Custom House. To Waterloo, 12.]	
	311	Liége	79
	345	Aachen (Aix-la-Chapelle)	45
Rhenish Rail.	390	Cologne (buffet)	0
		[Custom House.]	
	0	Cologne	1238
	21	Bonn	1217
	56	Coblenz (buffet)	1182
		[To Ems, 16.]	
Ludgwig of Hesse Rail.	116	Mayence	1122
		[To Heidelberg, 60. To Frankfort, 21.]	
	137	Darmstadt	1101
Bavarian Rail.	163	Aschaffenburg	1075
	220	Wurzburg (buffet)	1018
	294	Gunzenhausen	944
	395	Münich (buffet)	843
	437	Rosenheim	801
		[To Salzburg, 55; Vienna, 244.]	
	459	Kufstein (buffet)	779
		[Custom House.]	
South Austrian Rail.	503	Innsbruck (buffet)	735
	526	Brenner	712
	618	Trent	620
	645	Ala (buffet)	593
		[Custom House. Roman time.]	
Upper Italian Rail.	679	Verona (buffet)	559
		[To Milan, 104; Padua, 48; Venice, 71.]	
	704	Mantua	534
	742	Modena	496
S. Italian Rail.	765	Bologna (buffet)	473
	1238	Brindisi	0

N.B.—For Bologna to Brindisi, see Route 2.

LONDON—ST. GOTHARD—BRINDISI.

The Itinerary follows the Brenner Route, as above, to Mayence. Thence to Mannheim and Heidelberg, 60 miles; Bruchsal (junction for Ulm) and Carlsruhe, 125 miles; Oos (for Baden Baden) and Appenweier (for Strassburg), 135 miles; Offenburg (Black Forest Line for Schaffhausen, &c.) and Freiburg, 178 miles; Bâle, 218 miles. Thence to Olten, 24 miles; Lucerne, 59 miles. Thence through the *St. Gothard Tunnel*, to Milan, 178 miles; and Bologna, 210 miles. Thence as in Route 10.

* Or, London to Harwich (Parkeston) 69 miles; Antwerp (by Great Eastern Steamer) 140 miles; Brussels 167 miles.

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SKELETON ROUTE IV.

OUTWARD.

ALEXANDRIA to CAIRO, SUEZ, and ADEN.—OVERLAND RAIL.

Peninsular and Oriental Steamer leaves Venice every Thursday; Brindisi every Monday; and arrives at Alexandria every Thursday.

Peninsular and Oriental Steamer leaves Suez every Thursday, or perhaps a day earlier.
" " " arrives at Aden every Tuesday.

N.B.—All the Friday Departures are for Bombay; alternate Thursdays for Calcutta and China; every other Saturday for Australia. On alternate weeks passengers from London for Bombay change steamers at Suez. The **Messageries Steamer** leaves Suez every other Monday; **British India, Orient,** and other **Lines** according to date—See Steamer List in *Bradshaw's Guides*.

Austrian Lloyd Steamer leaves Trieste every Friday.

Passengers from England.—2nd class passengers may book by P. and O. Steamers to Alexandria, and may travel 2nd class through Egypt; but 2nd class accommodation is not guaranteed east of Suez, except a few berths provided for servants of 1st class passengers. Through passengers do not go *via* Cairo.

Distances.—Venice to Brindisi, 395 miles; Brindisi to Alexandria (by sea), 825 miles; Alexandria to Cairo (by rail), 162 miles (in 7 hours); trip to Suez (through the Desert), by rail, 220 miles (in 10 hours); Suez to Aden, by Red Sea, 1,308 miles.

Time of Journey.—11 days from Venice (20 from London), viz.:—6 to Alexandria and Suez 5 down the Red Sea to Aden.

Fares.—From Venice, Ancona, or Brindisi to Aden—1st class, £38 for a single berth; children, (3 to 10 years old), half fare; one child under 3 years, free. Fore Cabin—2nd class Passengers and European Servants, £27. Reserved Cabin, £95. A reduction of 20 and 10 per cent. is made in Return Tickets beyond Suez, within 6 and 12 months.

These charges are for sea passage only, in the Company's ships; and are exclusive of wines, spirits, and beer (to be bought on board), but inclusive of *transit charges through Egypt*, which are £3, 1st class; £2, 2nd class; children (3 to 10 years), half fare. They include charges for steam tenders to the shore, omnibus to the hotel and station, and the rail; in fact, all charges for conveyance from ship to ship between Alexandria and Suez. Passengers are charged for refreshments.

Luggage.—In the steamer, 3 cwt. are allowed 1st class; 1½ cwt. 2nd class; and children (3 to 10 years), for a whole cabin, 4½ cwt.; married couple, in reserved cabin, 9 cwt. Overweight in the steamer, 10s. per cwt. as far as Alexandria, or £1 per cwt. beyond Suez; and 7s. per cwt. through Egypt. Passengers proceeding *viâ* Venice or Brindisi to join the Company's steamers at Suez can ship baggage at London at 20s. per cwt., and 30s. for overweight above 3 cwt. If *viâ* Trieste it must be shipped so as to arrive at Suez a week in advance.

HOMEWARD.

ADEN to SUEZ, ALEXANDRIA, and ENGLAND.

Peninsular and Oriental Steamer arrives about every Wednesday or Thursday.
" " " leaves Alexandria every Wednesday or Thursday, or sometimes earlier.

N.B.—Every Wednesday from Bombay; every other Wednesday from China and Calcutta, and from Australia. A delay may occur, especially in the spring monsoon.

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ROUTE IV.

LONDON TO ALEXANDRIA, CAIRO, SUEZ, AND ADEN.

To **Alexandria** by way of Brindisi, see Route 2; where Alexandria is described.

Overland Rail across the Isthmus of Suez.—The Peninsular and Oriental Company's mails arrive weekly, on Thursday mornings, and are despatched overland 5 or 6 hours afterwards by special trains, usually by night, so as to leave Suez on the Thursday midnight following. Passengers by the London boat go through the Canal. Distance, *viâ* Benha, Zagazig, and Ismailia, 224 miles in about 10 hours, including 1 hour 40 minutes stoppages. From Alexandria the rate is 30 miles an hour; Benha to Suez, 25 miles. On the line to Cairo (131 miles long), the Stations are as follow:—

Miles.		Miles.	
0	Alexandria	87½	Birket-el-Sab
17½	Kafr-Dawar	101½	Benha, or Bennah, Junction (here the Suez line parts off)
28½	Abou-Hummeis		
38½	Damanhoor		
54½	Tell-el-Barood	109½	Tooh or Tûkh
65½	Kafr-Zayat	121½	Callioub
77½	Tantah	131	Cairo

EGYPTIAN GOVERNMENT TARIFF OF EXCHANGE.

DESCRIPTION OF COINS.	Egyptian Currency. Piastres.	Paras.	
English Sovereign	95	0	
Shilling	4	35	
Napoleon (20 Franc piece)	76	6	
French Dollar (5 Franc piece)	19	10	Variable
Spanish Dollar	20	28	
Imperial Dollar (Maria Teresa)	17	20	
Austrian Sequin	45	46	
Rupee	8	25	
Egyptian Pound	103	0	
Turkish Pound	87	30	
Egyptian Dollar	20	0	
Turkish Dollar	18	0	

A Piastre is 40 Paras, or, 2½d. A Rotolo is nearly an English lb.

TARIFF (?) OF WINES AND LIQUORS DURING THE TRANSIT THROUGH EGYPT.

	On Board the Steamer. s.	d.	At the Stations. s.	d.
Ale and Porter	1	6	1	6
Champagne	6	0	7	0
Port Wine	5	0	6	0
Sherry	4	0	5	0
Médoc	2	0	3	0
Marsala	2	6	3	0
Soda Water	1	0	1	0
Cognac	4	0	5	0
„ per glass	0	6	1	0
Lemonade	0	3	0	6
Tea or Coffee, per cup (extra)	0	5	0	6

N.B.—Fares and freights in Egypt have of late increased 15 per cent.

Have your flask filled with brandy for rail and desert travelling, as cramps often attack the stomach in the desert, it being piercingly cold at night and sultry by day. The veil must be taken in the pocket, to be worn in crossing from Cairo to Suez. The water is salt.

Leaving Alexandria, the traveller passes through the flat and uninteresting Delta of the Nile. A few villages, with dwarf palm trees, mosques, and clusters of mud hovels, break the dull uniformity of the prospect, now and then enlivened by a few sailing boats passing up and down the Nile. Whole families are seated in them, the women wearing the yastmuthar (white mask). Hordes of buffaloes and camels wander along the banks, an occasional stray traveller passes on a camel, and the incessant creaking noise of the sakias, or water mills, for irrigating the land is heard. **Kafr-Dawar** Station.—A defensive position, the head-quarters of Arabi, after the destruction of the Alexandria Forts. Then **Damanhoor** Station, the iron viaduct at **Kafr-Zayat** (on the Rosetta branch of the river Delta), &c., to **Tantah**, where Christians were massacred; and where 4,000 men and 26 guns surrendered to Sir A. Alison and 6 Companies of Highlanders. **Birket-el-Sab.**

Benha, or Bennah, where the Cairo and Suez lines join. For continuation of rail to Suez, see page 32. Here Mr. R. Stephenson constructed the tenarch tubular *bridge over the Nile* (the Damietta branch), 870 feet in length. Unlike the Britannia tubular bridge the railway passes over the top—a path being left at the side of the lines for foot passengers; and as the Nile, during its annual flood, rises within about 8 feet of this bridge, its middle part, 150 feet in length, is made to turn upon the centre pillars, so as to stand lengthways down the river when required.

Observe the peculiar manner in which the Mahommedans perform their worship, with their faces turned towards the Holy City (Mecca).

From Benha pass **Calliouh** Station to **Cairo**, see page 34. Benha Junction is 102 miles from Alexandria, 30 from Cairo, and 122 from Suez.

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From Benha, the Stations towards Suez are—

Miles.		Miles.	
114	Minet-el-Kamh		Ismailia, on the Suez
126	Zagazig [branch to Cairo]		Canal, to left.
		178¾	Serapeum
136½	Abu Hamed, or, Hammad	188¾	Fald
		201	Geneffe
143	Tel-el-Kebir	212	Shalouffe, or, Chalouf
156¾	Mahsama, or, Mahsameh	224	Suez.
170½	Nefishe		

This part of the line, near the Sweet Water Canal, was traversed by the British Army, 1882 (see page 25). **Minet-el-Kamh**, near Kharich, where Arabi was born. **Tel-el-Kebir** (or Tell-el-Kibir, the "Great Hill"), close to the English Cemetery, and the scene of the Battle of 12th September, when Arabi's army of 26,000 was defeated by 11,000 British, after a night march under the stars, and a twenty minutes rush over the Egyptian defences. The march by the stars was guided by Commander Rawson, who died of wounds received in the attack.

EGYPT.

This country (called by the ancients Ægyptus, and in Scripture *Misraim*) comprises all the land in the north-east extremity of Africa. It lies between 31°, 36°, and 24°, 31° north latitude, and 25° and 37° east longitude; area about 170,000 square miles; population, 6,000,000; is 500 miles long and 400 broad, but at a distance of 150 miles from the sea, it diminishes so much as scarcely to measure 21 or 24 miles between the mountains on the east and west. It is subdivided into Lower Egypt, on the Delta, called by the natives Bahrich (from Arabic "Bahr," water and sea), a maritime province—capital Cairo (or the Victorious). Middle Egypt, called by the natives Vostani—capital Benisouef. Upper Egypt, called by the natives Said—capital Assouan (Syene), near the first cataract, where Nubia begins—a country politically subject to Egypt. Several railways now traverse the Delta, extending from Alexandria up to Assiout, 360 miles above Cairo, making a network connecting most of the towns and villages. A telegraph wire has been laid to Khartoum, at the junction of the Blue and White Nile, in lat. 16°. Surveys have been made for a railway to Khartoum.

The country of Egypt undergoes periodical changes. In the summer, it seems to carry life into the land the verdure being most beautiful, the air impregnated with perfumes, and the landscape animated by numerous flocks. In the winter the soil is brown and miry, the land laid under water, spaces appear unoccupied and uncultivated; the plains then look naked, with the exception of the numerous date trees.

The entire country consists of a long valley, through which the Nile flows, bounded on each side by mountains and barren deserts, and gradually widening as it nears the sea. The mouths of that sweet river (so called from the soft, sweet flavour of its water) give the form of the Greek letter Δ to the lower portion of the country, from whence it is termed the Delta, comprising an area of about 12,000 square miles, studded over with towns and villages. This is the Biblical Land of Goshen. Its soil is exceedingly fertile. The climate is extremely hot during the inundation, and the nights cool, with heavy dews (rain scarcely ever falling in this country). Ophthalmia is very prevalent, causing blindness, and during the warm season the plague sometimes rages with great virulence.

The artificial hatching of eggs in ovens is peculiar to this country, as also is the carrying of beehives in the boats plying along the Nile, the bees from which seek the flowers on the banks by day and return to their hives at night. The bulk of the population are Arabs; the Fellahs, or peasantry, are in a most degraded and wretched state. The complexion of the Egyptians is of a dusky brown. They are indolent, timid, and very dirty. The Copts (who are descended from the first Egyptians that became Christians) are an ingenious and business-like people.

Their manufactures and productions are cotton, ivory, ostrich feathers, spices, gums, rice, wheat, barley, doura, tobacco, flax, indigo, sugar cane, oranges, dates, lemons, figs, almonds, plantains, sail cloth, glass blowing, paper, iron foundry, gun making, tanning, gunpowder, &c. Its antiquities are the Pyramids, Catacombs, Sphinxes, the ruins of Edfou, Thebes, Karnak, Memphis, &c. Cataracts of the Nile, Obelisks, Lakes, &c. The religion of the ruling people is Mahometan, but the Copts and Franks are Christians.

This country appears to have been founded in 2188 B.C. by Menes (called in Scripture Misraim), the second son of Ham, but Champollion fixes this

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event in 2782 B.C., and according to Manc (the high priest of Heliopolis) there were sixteen dynasties from that monarch, ending with Timaus, until the conquest of this country by the Hiksyos (Shepherd Kings) in 2084 B.C., who, after tyrannising two-hundred and sixty years over the inhabitants, were expelled by Thothmes, king of Upper Egypt, in 1825 B.C., who was succeeded by Amenoph I.; he governed with moderation, and had many of the monuments erected which still remain on the banks of the Nile; as those of Seumeh and Amada in Nubia, some at Karnak and Medinet Habou, the two obelisks at Alexandria, and the lake of Fayoum or Moeris. He was succeeded by Amenoph II., whose son, Amenoph III., built the palace of Luxor, and made additions to that of Karnak; the statues at Kourua are supposed to represent him. In 1722 B.C. Sesostris or Rameses succeeded to the throne. In 1715 B.C. Joseph became prime minister of one of the princes of the eighteenth dynasty. All the kings of this nation were called *Pharaoh*, which signifies "sovereign," and the Israelites settled themselves in the land of Goshen. In 1635 B.C. Joseph died here, aged 110. In 1571 B.C. Moses was born in this land, and in 1491 B.C. the Exodus of the Israelites took place from this country. In 1327 B.C. Seti, the wisest and best of the Egyptian monarchs, flourished. In 1306 B.C. his son Rameses (Sesostris the Great of the Greeks) succeeded to the throne. He divided the country into provinces, built the first fleet for war, penetrated as far as the Ganges in India, formed canals, had a survey taken of the country, levied a land tax, enlarged the temple of Thebes, and raised Egypt to the highest pitch of power and splendour.

In 1082 B.C. Cheops or Cheunnis ruled, during whose reign the first *Pyramid* was built. In 719 B.C., in the reign of Pharaoh Boccharis, the Ethiopian Sabacos (Shabac), conquered the kingdom. In 675 B.C. Sethos (high priest of Phtha) seated himself on the throne. After that an oligarchy was established, but one of the members of it (Psammeticus of Sais) being expelled, returned with Greek and Carian mercenaries, and in 650 B.C. took upon himself the kingdom. From this period Egyptian history becomes authentic. This king died in 617 B.C., and was succeeded by his son Necho, the Pharaoh Necho of Scripture. He built fleets both in the Mediterranean and Red Seas, attempted to unite them by cutting a canal (96 miles long) across the Isthmus of Suez, in which work 120,000 persons perished. His fleet sailed through the straits of Babelmandeb, along Africa, doubling, it is reported, the Cape of Good Hope (2,000 years before the Portuguese re-discovery of this route), and returned to Egypt through the Straits of Gibraltar. This monarch was deprived of all his conquests by Nebuchadnezzar (son of Naborolasser). In 601 B.C his son Psammis succeeded him; he directed an expedition into Ethiopia. In 594 B.C. Apries (Pharaoh Hopra of Scripture) succeeded him, but was put to death by Nebuchadnezzar in 570 B.C., and was succeeded by Amasis, who married a Greek woman, and allowed the Greeks to establish a trading factory at Naucratis.

Pythagoras, Solon, and Thales visited the country at this period, when it had reached a pitch of great prosperity. In 525 B.C. Psammenitus succeeded He was put to death by Cambyses, king of Persia, who conquered the kingdom, and ruled over the Egyptians with great severity. The country was then governed by Persian Satraps or Governors. In 422 B.C. the Egyptians revolted, but were suppressed by Xerxes, at whose demise they again revolted and elected Iausiris their king, who surrendered to Megabysus (the Persian Satrap), and was treacherously crucified by order of Artaxerxes I. In 410 B.C. Amyrtœus of Sais drove the Persians from the land, which retained its independence until subjugated in 350 B.C. by Darius Ochas, thus fulfilling the prophecy of Ezekiel; for this country has since that time been under the dominion of foreigners. It was afterwards subdued by Alexander the Great in 332 B.C., who, after his journey across the desert, ordered the city of *Alexandria* to be built.

Ptolemy (surnamed Soter) took possession of the throne, founded the museum, library, and academy at Alexandria, in 284 B.C., at which Euclid and Appollonius were professors, and exerted himself to encourage learning, &c. In 284 B.C. Ptolemy II. (surnamed Philadelphus) succeeded him, during whose reign the *Septuagint* translation of the Bible into Greek was accomplished; then the court was thrown open to effeminate luxury, but arts, sciences, and trade were promoted. He was succeeded by Ptolemy III. (surnamed Euergetes), in 246 B.C. In 221 B.C. Ptolemy IV. (surnamed Philopater) came to the throne. He was a tyrant and a debauchee,

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during whose reign the kingdom declined. He was succeeded by Ptolemy V. (Epiphanes) in 204 B.C., after whom Ptolemy VI. (Philomater) reigned in 181 B.C. He was succeeded in 145 B.C. by Ptolemy VII. (Physcon), to whom in 116 B.C. succeeded Ptolemy VIII. (surnamed Lathurus). In 80 B.C. Ptolemy IX. (Alexander) mounted the throne, and in 65 B.C. Ptolemy X. (Auletes) succeeded to the crown. He nominated as his successors his two elder children (Ptolemy Dunysus, 13 years old, and *Cleopatra*, 17 years old), the Romans being left the superintendence and guardianship of his younger children.

Cleopatra set aside her brother's claims, and in 51 B.C. ascended the throne. At her death in 30 B.C. this kingdom became a Roman province, and so continued until A.D. 636, when the second Caliph of the Saracens (Omar) expelled the Romans from t. He was succeeded in A.D. 655 by Moawiah, and in 1095 it was governed by Noureddin. In 1192 Saladin (so formidable to the Crusaders) took possession of it. He instituted the military corps of *Mamelukes*, who in 1242 raised one of their own officers to the throne, and the country was governed by princes chosen from that body until 1570, when it yielded to the victorious arms of Sultan Selim, after which it continued to be ruled over by Beys appointed by the Sublime Porte. These viceroys distracted the entire country with civil wars, and in 1786 Hassan Ali, the celebrated Turkish admiral, gained several victories over them, but did not subdue them.

In 1798 Bonaparte invaded it and defeated the Beys; his fleet was destroyed the same year by Nelson at Aboukir, or at the "Battle of the Nile," and in 1801 a British force under Abercrombie (who was killed) drove the French out of the country. The Turkish Pasha, the cruel but talented Mehemet Ali, finding the power of the Mamelukes broken by their conflicts with the French, invited them to his palace (1811), under the pretext of an entertainment, and then had them treacherously slaughtered. This raised him to absolute power. In 1820 and 1821 he sent his son Ibrahim Pasha with an army along the Nile, southward, conquered all the tribes as far as the borders of Abyssinia, overran Syria, parts of Asia Minor, and Arabia. In 1827 his fleet, with the Sultan's, was destroyed at Navarino

In 1832 he declared war against Turkey, but through the intervention of British troops, was compelled to evacuate Syria, after the battle of St. Jean d'Acre; a peace was concluded in 1833, and he was confirmed in the hereditary possession of this country, by paying merely a tribute to the Porte. He advanced the Egyptians in commercial, agricultural, and manufacturing knowledge, effected most important and valuable changes in all the departments of the state, and had the Mahmoodie canal constructed. In 1848, on account of his advanced age, his son, Ibrahim Pasha, took the reins of government, and followed up his father's policy. He was succeeded by Abbas Pasha (the son of Youssouf Bey, the eldest son of Mehemet Ali, who died in 1818), at whose death Said Pasha ascended the throne. Said died in January, 1863, soon after a visit to England, and was succeeded by his nephew, Ismail Pasha (a son of Ibrahim), born in 1830; and Ismail by his son Tewfik, 1879, now the reigning Viceroy. The post of Viceroy is now hereditary in his family, subject to the payment of an annual tribute to his Suzerain the Sultan. A Chamber of Delegates was summoned August, 1871, to meet the Viceroy, as the first step towards something like a constitutional government.

Latterly Egypt has grown rich and prosperous, especially through the cultivation of cotton, first introduced by an Italian doctor into his garden about 1830. It is now well supplied with railways; and telegraph wires connect all the towns.

CAIRO—*Railway Station and Telegraph.*

NATIVE NAMES.—Masr, or Misr (the *Mizraim)* of the Bible; El Káhirah (Italianised to Cairo), "the Victorious;" and Unim-ed-Dunya, "Mother of the World."

Area, 3 square miles; length, 3 miles; breadth, 1½ mile. Population, 368,000, including foreigners.

HOTELS.—Late Shepheard's, the most frequented by travellers. *Cook's Pavilion* is here; where cheques may be cashed and information got about Nile trips, dragomans, &c. Grand New Hotel; an immense pile built by the Peninsula and Oriental Company, and sold to the Viceroy. Hotel du Nil, an old palace of the Pasha; Hotel d'Orient; Hotel des Ambassadeurs. Griffiths' Railway Hotel, good second class English hotel.

BOARDING-HOUSE.—Mrs. Tremaine, within five minutes' walk of the Railway Station.

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THERMOMETER.—Averages 98° in July, 68° in December.

OMNIBUSES.—To Boulac, to meet the Nile steam packets.

RAILWAY.—To Alexandria and Suez; also from Boulak-Dacrour (near Cairo) to Assiout, following the west branch of the Nile; 360 miles.

H. B. M.'s MINISTER.—His Excellency, Major Sir E. Baring, K.C.S.I. VICE-CONSUL.—J. E. Wallis, Esq. U.S. CONSUL.—C. Pomeroy, Esq.

BANKERS.—Bank of Egypt; Anglo-Egyptian Bank. Postage, 8d. to 10d. to England.

GUIDES.— 6s. per day.

CONVEYANCES.—Donkeys, with boys, 1s. per hour.

CARRIAGES.—20s. per diem.

CARRIAGE AND PAIR.—To the *Pyramids*, 20 frs., and 2 frs. to the Sais.—For information on this and other points, the ascent of the Nile, &c., travellers may inquire of Messrs. Cook & Son, as above.

ASCENT OF THE NILE.—From Boulac—see page 49.

ENGLISH CHURCH SERVICE is performed on Sundays at the new half Gothic Church.

Miss Whately's School and Medical Mission.

CAFE CHANTANT, near the European Bazaar.

SHOPS.—As to these, a correspondent writing not long ago, says, "Everything here is frightfully dear, and if tourists were to bring out their provisions, such as cheese, biscuits, bacon, ham, pickles, and preserved meats, &c., the saving would not be less than 100 per cent. For your instruction, I pick out an item or two from some of my bills:—Tea in Cairo, 5s. 6d. to 6s. per lb.; same quality in England, 3s. to 3s. 6d. Coffee in Cairo, 2s. to 2s. 4d.; same at home, 1s. 4d. Pickles, 1s. 6d. per bottle, or 16s. per dozen in Cairo; in London, 9d., or 8s. per dozen. Butter (Irish), 1s. 9d. to 2s. per lb. Cheshire cheese, ordinary quality, 1s. 9d.; fine, 2s. per lb; not more than 1s. in London. Bacon, dirty looking, smacks strongly of Ireland, 1s. 6d. per lb. Hams, very poor, 1s. 9d. per lb. whole hams; 2s., cut. Lunch biscuits, 7lb. tins, 8s.; in London, 3s. Oatmeal, 8d. per lb., or 9s. 4d. per stone; in London, 2d. per lb. or 2s. 4d. per stone. Fresh meat, beef, and mutton, from 1s., sometimes, 1s. 6d. But I shall not multiply instances; I have given you sufficient to prove what every foreign resident here knows to his cost, that Cairo is *now* one of the dearest cities in the world. A missionary told me that, six years ago, he could live as well upon £90 a year as he can do now upon £200."

The place is half French, half Oriental. The Streets are extremely narrow (5 to 6 feet wide and upwards), so built to exclude the rays of the sun, except the Ezbekeeyeh Square, which is large and open, half-a-mile long and one-third broad, having on the south two modern palaces with gardens; on the west a plain wall and another palace, on the site of the palace of the famous Memlook Bey (El-Elfee), in which Bonaparte and Kleber resided. In the adjacent garden Kleber was assassinated. Some of the streets have been widened and improved, and are supplied with gas and water. They are in five divisions.

QUARTERS. — Harat-el-Yahood, situated in the west part of the old city. It is large, close, dirty, so narrow that two persons can barely pass each other, with filth piled up a foot above the thresholds of the doors, and occupied by Jews. The streets are generally densely thronged with people, nimble donkeys trotting along rapidly with tinkling bells, lines of camels with vast burdens on their sides, whilst amidst all this noise, hum, and confusion, shopkeepers, habited in rich costumes, sit at their warehouses enjoying the fragrance of their well-filled Hookas, and totally indifferent to the noise and bustle around them. The two Greek quarters—the Copts, Harat-el-Ifreng, Ezbekeeyeh, and that locale situated between it and the canal, are all occupied by the Franks, and contain the Mooskee bazaars, hotels, European stores, and shops.

HOUSES in the square, suburbs, and principal thoroughfares, are large, lofty, and airy, but in the other streets they almost touch each other; the buildings are disposed round a court.

GARDENS, both public and private, are covered with palm, acacia, banana, orange, lemon, and pomegranate trees, with trained vines, the entire foliage of which is so densely clotted with dust that their variegated shades of colour are totally undiscernible. They are arranged in long parallel walks, having gutters on each side, and sub-divided into small square beds about two yards wide, banked up with ridges of mould half-a-foot high, but are well watered by means of a wheel worked by a buffalo, which thoroughly saturates bed after bed.

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BAZAARS.—Here you get gold and silver work, jewellery, slippers, rhinoceros-hide sticks, &c.

BRIDGES.—New girder bridge, 1,353ft. long by 38ft. wide, on stone piers, with swivel in the middle for shipping. Another bridge, on the road to the Pyramids, of five spans on sixteen cylinders, is 600ft. long and 22 broad, and makes the fifth or sixth modern bridge erected between this and the coast.

ROADS.—The south leads to the Ezbekeeyeh and Frank quarters, and the north to the gate Bab-el-Hadeed, situated at the north-west angle of the city, leading to Shoubra. They are straight, and well shaded with fine avenues of acacia, mulberry, and sycamore trees.

BOUNDARIES.—East, by a part of the third wall, erected by Saladin; north, by a well-built lofty wall; west and south, by irregularly-built walls; north, east, and south, by mounds of rubbish, which cover the site of El Fusta, and on which the French erected forts.

GATES.—Bab-en-Nasr (the Gate of Victory), with its two square towers, through which the caravans depart for Mecca; Bab-el-Futooh (Gate of Conquest), with two round towers; Bab Zuweyleh (Zaweeleh), situated in the centre of the city, marks the south limit of the old city, has two massive, round fronted towers, with lofty and elegant mud'neh. Here all criminals are executed. Bab-el-Adawee, a solid structure, standing in the centre of the north-west portion; another is Bab-el-Hadeed. Three of them were erected in 1807, and the others are the remains of gates built in the time of the Khaleefehs (Caliphs).

MANUFACTORIES, &c. — Cotton, paper, candlesticks, printing, linen, striped silks. Large cotton and sugar plantations now line both banks of the river.

SPORT.—Found in the Delta, and above Cairo. All sorts of wild fowl, grey geese, storks, herons, ducks, teal, spoonbill, white heron or Ibis, flamingo, crane, kite, vultures, hawks, owl, hoopooes, golden oriel, kingfisher, wild boar, antelope. A double-barrel 8-bore, as well as a 12-bore, is desirable.

INSECTS.—Bugs (swarm in old houses), flies, lice (apt to be found in clean linen from the laundress, which should be examined), lizards, mosquitoes, rats (swarm in the houses and Nile boats), and scorpions, 3 inches long. If attacked by them the wound should be scarified, and sal ammoniac applied, which obviates all danger. The traveller should provide himself with Keating's Insect Powder.

FESTIVALS.—The modern are:—The *Ramadan*, lasting for a month, from the middle of January to the middle of February; during which no Moslem eats, drinks, or smokes from sunrise to sunset. A cannon is fired from the citadel every day at the end of the fast, and then feasting begins. *Mahmal* procession, which takes place preparatory to the departure of the great *caravan* to Mecca with pilgrims. *Ahmad-el-Bedawee*, in honour of the Moslem Seyyide Saint (descendant of the prophet Mahomet), held annually at Tauta in the Delta. Here dancing girls exhibit their agility, and the spectators partake most freely of coffee, and, report even states, drink that prohibited beverage, brandy.

The ancient festivals were the Bubastis and Busiris, both celebrated in Lower Egypt. Saïs or the burning of lamps in honour of Neith (Minerva), was so named on account of the houses in the cities throughout Egypt being illuminated with lamps. The Dancing and Howling Dervishes should be seen.

CLIMATE.—November—the most beautiful month. December and January—rainy and cold; portable stoves should be provided by intended residents as neither fire-places nor chimneys are to be found in any of the houses. February and March—most delightful, and as mild and temperate as an English summer. April—agreeable, but hot winds prevail. May—trying hot winds. June, July, August, and September—the four hottest months. October—fine.

KAHWEHS (COFFEE SHOPS) number no less than 1,000. Coffee only supplied. Pipes and tobacco must be taken there by the *habitués* themselves.

HODS (watering places for beasts) are numerous, and consist of a stone trough placed in an arched recess. Public schools held in the rooms above them.

BATHS ("HUMMUMS," hence the name of the once celebrated Hummum's Hotel in Covent Garden) number no less than 60; those with a piece of white cotton hanging over the door are exclusively for females. Entering, the travellers pass through two passages, into the large chamber of repose, undress, then proceed to the heated chamber, and rest on a raised marble carpet-covered

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platform. In the centre is a domed cold water fountain; the form of the apartment is that of a cross, with four recesses, each covered with a dome; the pavement of white and black marble, interspersed with fine red tiles, and in one recess is a trough into which hot water is constantly flowing from a pipe in the dome above it. The entire atmosphere is that of steam. All the occupants are in a state of nudity, the variety of ages and colour, with the perfect *nonchalance* of the bathers, present a most curious scene. The mode of bathing is luxurious in the highest degree. On entering the heated chamber the whole body soon perspires most profusely; the flesh is then gently shampooed, the attendant cracks the joints, rubs the skin with rasps; the head and face are then covered with a thick lather of soap, rubbed on *leef* (fibres of the palm tree), an operation thrice repeated, followed by general lathering and rubbing, a most luxurious enjoyment. The bather is then enveloped in a bathing dress, conducted to the chamber of repose, again rubbed and soon afterwards dressed.

Renting Houses.—Firstly, ascertain that the natives do not consider the house haunted, or to have an "efreet" in it; as, in that case, no servants will remain in it. Secondly, bargain for the rental, and have a written agreement.

Native Cuisine.—As knives and forks are not generally used, the European, when receiving Egyptian society, can easily manage to instruct his "chef-de-cuisine" to have dishes of small cucumbers and vegetables scooped out and stuffed with spiced minced meat and rice. Minced meat, wrapped in vine leaves, cooked so that each leaf with its contents can be taken in the fingers. Fried meat, made into cakes and sausages. Above all, neither pork nor ham must be used, as they are a Moslem's abomination. Soups and rice are eaten with spoons. The etiquette of the country requires that the lady of the house should offer morsels of her own selection, with her own fingers; consequently, if her cuisine is thus arranged, no breach, of even European delicacy, takes place when such custom is observed, and, to refuse viands offered in that manner is considered an insult; but as all Egyptians eat much more than the generality of Europeans, when dining "en famille," it is only necessary to state that you have partaken sufficiently, and that you find the cheer extremely good.

At dinner, a small carpet is spread on the mat on the floor; a stool, cased with mother-of-pearl, is placed on it, on which is put a round copper tray with a cake of bread for each person. The handmaid (a slave) brings a copper ewer and basin, then pours water on the hands of each person sitting round the tray, having Eastern table napkins spread over their knees, all sitting à la Turque. One handmaid holds a water bottle, another fans a fly whisk. Sweetmeats in dishes are also placed on the tray, which the native eats with his meat. The ewer and basin are handed round after dinner for the guests to wash their mouths and hands. The carpet, tray, and stool are removed, and the whole repast is finished in 20 minutes.

Most Remarkable Objects.—The Zobalah, or whirlwind of sand in the desert, and the Sura, or Mirage (caused by the heated stratum of air upon the glowing surface of the plain). Nilometer, of Er Rhoda, for measuring the Nile, erected in 864 A.D., on the island near Cairo.

Lakes.—Birket-el-Feel, Elephant, and two small ones in the vicinity.

Mosques.—300, the chief of which are, the Mosque in the Citadel (see below), and those of Hasaneyn, El Zame-el-Azhar, the University (founded in 869 A.D.), Mohammed Bey, El Hakim, Barkookeeyeh, Sultan Kalaoon, Ahrafeeyeh, Ghoreeyeh, El Ghoree, El Mueiyad, Sultan Hassan, Amr Ibu Tooloon, Kasresh Shema, &c. The Tombs of the Caliphs, having two figured domes shaped like a Turkish fez.

Palaces of Kal'at el Kebsh, Seyyedeh Zeyneb, Seyyedeh Sekeeneh, Seyyedeh Nefeesh.

Public Fountains, "Sebeels," which are semicircular in form, with three brass gratings, having a trough of water, into which the person dips a brass mug which he finds chained to one of the bars. A wide wood coping is erected above the window, and over that is a Public School-room. *Cemeteries*, some within, but the chief without, the city. *The Mint. Joseph's Well*, 260 feet deep, and descended by a winding stone staircase, constructed by the Sultan Saladin, named Jusuf, or Joseph, after whom it is named, and not, as some writers have erroneously stated, in memory of the Hebrew Patriarch.

Citadel—founded in 1176 by Saladin, a neat plain edifice, richly, but not tastefully furnished, though

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extremely well worth inspection. From the Gardens can be seen the spot where Emir Bey leaped his horse over the wall, to avoid being slaughtered, with his brother Mamelukes, in that *massacre* which took place here on 1st March, 1811. It is reached by a long ride through covered narrow and irregular lanes, during which several handsome Mosques are passed. The first object that presents itself to our view is a superb new Mosque, commenced in 1840, marked by two tall minarets. It consists of an open square, surrounded by a row of 35 columns, with a magnificent fountain in the centre, and on the east a lofty gate leading to the interior. The centre edifice is most elegantly adorned with beautiful, rich, tasteful, and symmetrical decorations, the capital and top of the basement column being adorned with *burnished* brass. The stone walls are crusted over with white variegated horn-coloured marble, brought from *Wadi Moâhat* (70 miles from the Nile), and which appears to have been conveyed here in large blocks, and then sawn into slices. Around it lie the superb *granite columns* of JOSEPH'S HALL, which were pulled down in 1827, and close at hand stands the Palace and Harem of the Viceroy or Pacha. The Arsenal and Cannon Foundry are also in the Citadel.

Khedive Gardens, Kasr El'Eynee. Educational Institution for Egyptian government officials, established by the late Ibrahim Pacha. Darweeshe's or Dervishes Convent. Aqueduct, originally erected by Saladin in 1171, but enlarged in 1518.

Statues of Mehemet Ali and Achmed Pacha have been set up; a very unusual thing for Mahomedans to do, and a cause of great scandal to the bigot party.

A *Museum* of Egyptian antiquities has also been opened at Boulak or Boulac. See page 89.

Island of Er-Rhoda, "Island of the Garden," 1¾ mile long, one-third of a mile broad. Here the river is extremely shallow on its eastern side, and when at its lowest point the bed is nearly dry. It contains pleasure houses, gardens, most exquisitely laid out with palm, orange, lime, citron, pomegranate, sycamore, and banana trees; the leaves of the latter spread and droop from the stems like those of the palm. The Henna tree is also here; the perfume of its flowers is most delicious, and the dye of its leaves is used by the Egyptian women as a cosmetic. Also a beautiful English garden laid out by Mr. Traff, in the time of Ibrahim Pacha. Powder Magazine. The Bridges erected across the canal are all lined with shops on both sides; boats pass under them, and enter from the Nile in August. A Canal, "El Kaleeg," traverses the entire city. Citadel, on the high crags of Mount Mokattam. The Wekalehs, or khans, are large courts opening from the bazaars, for the reception of merchandise, and are closed at night.

The *Shopkeepers' Terrace*, on the Citadel, commands one of the most magnificent prospects in the world. The capital, with its innumerable domes and minarets, is seen at a glance; to the east is beheld the tombs or mausoleums of the Mameluke Sultans, extending to the desert towards Suez. On the south appears the beautiful verdure of the Delta, and in the distance stands the Obelisk of Heliopolis (the most learned city of Egypt, on which Abraham must have looked as he entered this wonderful country); the beautiful excavated tombs of Sakkara (5 hours' ride). The scenery to the westward is magnificent in the extreme. There are to be seen the long range of Pyramids, from those of Ghizeh, or Jizeh, to those of Sakkara and Dashcor. Near the city the minarets of Fostat, or Old Cairo. The solid wall of the Roman Fort appears surrounded by buildings and groves. The island of Rhoda can just be distinguished.

In the half-ruined quarter of the city, added by the later Arabian dynasties, is a large square court, falling into decay, called the *Mosque of Toolom*, in which are the oldest pointed arches in the world, with a spiral staircase outside.

Mosque of Omar (Old Cairo), in the Square of Roomaylee. Mosque of Sultan Hassan with a superb porch. Gateway of the Mosque of Azhar. It is the principal college of the East, all admittance into which is generally prohibited to travellers. The railway bridge across the Damietta branch of the Nile, and the Pacha's handsome palace. The tombs of the Circassian Mamelukes, viz.: the most remote is the Melek Adel; in the centre is that to the Sultan El Ghoree; the largest and most beautiful is that of Ashraf Aboo-l-Nusr-Kaitbay-e-Taheree, who was buried there in 1496. The mosque attached to it, its lofty minarets, and its dome, is unequalled for its proportions, &c. The mausoleum of El Zaker Berkiok. The Burrage, 18 miles below

Cairo, on the west branch of the Nile, was constructed by Mongel Bey (formerly M. Mongel), but the plan was first entertained by Napoleon the First.

Historical Reminiscences.—On the 13th of May, 1858, Achmed Pacha (the elder son of Ibrahim Pacha, heir apparent to the Pachalic of Egypt) was killed by an accident on the Railway Steam Ferry, the carriage having rolled off the ferry into the River Nile (a height of 30 feet), owing to its having been pushed too forcibly by the men. The river is now crossed by a small steamer.

BOULAC,

The Port of Cairo, 1 mile distant. It contains the rich and valuable *Museum of Antiquities*, open 8 to 5, except on Friday. It is a remarkably fine collection of Egyptian relics, mummies, vases, bracelets, necklaces, ear-rings, a gold boat with 12 silver rowers, a king and queen in stone and a wooden man—both said to be 4,000 years old. Here also, are the Mosques of Sinanceyeh, a large edifice, and Abu-l-Ele, with its beautiful minarets. It is one mile long, and half a mile broad. Population, 20,000. Houses dilapidated, streets narrow, roads dusty, landing-place slimy stone steps, without railings or lights (at night), extremely dangerous. Omnibus to and from Cairo. Steamers to and from Alexandria, and up and down the Nile. For ascent of the Nile, see page 47.

Attractions in the Vicinity.—Site of the Egyptian Babylon, which formerly stood on a rocky eminence, south-east of Kasresh-shema Mosque. Heliopolis, with its obelisks, 6 miles; direction, N.N.E. El Kankeh, 13 miles N.N.E. Two miles beyond, to the north, lies the Lake of the Pilgrims. Obelisks of Feryooru and Abd El Lateef, both erected in the time of Osirtesen I. Old ruined Causeway, 1 mile distant, on the road to the Pyramids, constructed by Kara Koosh, and used to transport stones from the Pyramids to Cairo. Island of Rhoda and Gardens, in the Nile, as above mentioned. The superb *Bathing Kiosk* of the Viceroy of Egypt, at Kafrellais, the interior designed by His Highness, where the Nile is 60 feet deep at high and 30 feet at low water. The *Pyramids* of Jizeh on the other side of the Nile—the largest, that of Cheops, being 400 feet high, and covering 13 acres. The Pacha's Palace at Choubra, or Shoubra, with kiosk and gardens (1 hour). Toura Quarries.—Sakkara, the site of Memphis; and Temple of Serapeum, with some good tombs.

The Petrified Forest (10 miles south from Cairo).—Proceed on the back of a donkey along a dry gravel road for several miles across a rocky valley, then turn to the right over a sandy hilly range, and after a quarter of an hour's journey we enter this *wonderful* wood, which extends on every side as far as the eye can reach. It is completely strewn with trees, which are *silicified, ring like cast iron, strike fire with flint, scratch like glass*, and appear as if they had fallen down and then been *turned into stone*. How this *extraordinary* transformation has been effected no human being has yet been able to discover. The sandy plains and hillocks are thickly covered with fragments of fallen trees, which lie so closely together that the nimble and sure-footed Egyptian ass can hardly wend his course amidst them. In some places they are scattered about, *few and far* between. They are all sharp and angular, split into fragments about 4 feet or 6 feet long, slight in circumference, and are occasionally seen lying *end to end* for a space of no less than from 50 to 60 feet. They generally resemble in appearance the *bogwood* of an Irish or Scotch morass; roots, branches, sap vessels, all perfect. The foliage is of the tint of common ash, the sand light coloured, the nodules of stones are rounded, and sea shells abound. The edges of the forest are studded with *the dry beds* of streams, with limestone cliffs, densely covered with their transparent, flat, *bright, and fresh-looking* oyster shells.

The Jewish Burial Ground, which lies between the crags of Mokattam and the Coptic Buildings, is a dreary place beyond the Arab cemetery, but the view over the Nile, the site of Memphis, the whole of the Pyramids, the quarries of Tinra, and the valley which leads to the shores of the Red Sea, near Suez, are highly interesting. The plain alabaster tomb of Mehemet Ali should be visited; also the site of *On*, or

HELIOPOLIS,

Two hours' ride from Cairo, the road to which is through Bad-e-Nusr, and past the tomb of Malek Adel (the brother of Saladin). Before reaching the mounds of Heliopolis there is a well of excellent water; and, in the midst of citrons and palms, stands the Virgin's Tree, an old hollow Sycamore, under

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which they say the Holy Family reposed on their flight into Egypt; but the balsam tree, which was reported to have been brought by Cleopatra from Jericho, is no longer to be seen here. Just beyond the village of Mataresh the traveller enters the area of Heliopolis. The elevation is evidently artificial; one solitary *Obelisk*, about 62 feet high, alone remains towering above the grove of date and acacia trees of the city, described by Strabo, and supposed to have been one of the "treasure cities" mentioned in Exodus, built by the captive Hebrews, in the reign of Thothmes III. of the 18th Dynasty. Twelve miles from Heliopolis is Tel-el-Yehood (Mound of the Jews), which is thought to be the site of the Temple of Orion, built by Onias, son of the high priest of Jerusalem, who took refuge at Alexandria, and besought Ptolemy to allow him to erect that edifice.

Excursion to the Pyramids (10 miles).—The traveller can, if he wishes, go early in the morning to visit the **Pyramids** (by donkey or carriage), and return to Cairo at night; or, if he prefer it, he can camp out the first night, and proceed the next day to Sakkara (the site of the ancient Memphis); or pass the night at Jizeh, and view the sun rise from the summit of the great pyramid, a most magnificent sight. As a night shelter can be had in some of the excavated tombs, and milk and other necessaries obtained from the Arabs, it is unnecessary to make much preparation; still he will act wisely to provide himself with some cold provender, bread, water, brandy, and candles, and Egyptian candlesticks. It may be done in a carriage and pair from Cairo. The road (now shaded with trees) leads over the New Bridge, near the Ferry at Old Cairo, which spot is certainly one of the noisiest, and yet most enchanting, of all Egypt. The pretty houses and thronged cafés of Old Cairo adorn the banks of the river, which flows rapidly down, and is divided into two channels by the Isle of Rhoda, at the very point of which is built the

NILOMETER,

For ascertaining the accurate rise of that river. On the opposite banks are to be seen rich soil and abundant crops, and at the extremity the sands of the Libyan Desert, on the edge of which are placed the wonderful

PYRAMIDS.

They appear smooth, and do not increase in bulk until their base is approached; and then their size seems gigantic. Their aspect is rugged, the outer coating of stones and plaster having been broken away; and their sides look like a series of huge yellowish-white limestone blocks like steps. Four of them are visible at one glance, and are designated the *Pyramids of Jizeh*; the plateau, 40 feet above the plain, on which they stand, lies within the Desert. As soon as the traveller approaches, a legion of Arabs assail him like flies, proffering their services. To attempt to repulse them is labour in vain; the most effectual means of guarding against their importunities is for him to take a janissary, well armed, who is perfectly *au fait* at the mode of treatment which those plagues require. The first object which strikes the eye is that of the

SPHINX,

An enormous head and shoulders, of a gigantic figure, half lion, half woman, hewn from the solid rock, with part of the back and the fore legs built up, having between the two paws (50 feet each) a small temple where sacrifices have evidently been offered. It is 60 feet from the head (the circumference of which is 100 feet) to the body, and the recumbent portion is 102 feet. It is supposed to be the portrait of Thothmes, who reigned during the bondage of the Israelites in Egypt, and who erected it to prevent the sands encroaching on the banks of the Nile; but nearly the whole of the figure except the head and a portion of the mutilated neck is covered with drifted sand. The features are considerably defaced, yet, notwithstanding, it conveys an idea of calm repose and serenity. Behind arise the wondrous and everlasting Pyramids, which, viewed by moonlight, have a most magnificent appearance. Here it may be as well to premise, that no traveller should ever sleep out in the open air in Egypt in the moonlight, without taking due precaution to protect his sight from that luminary, or he will be attacked with that most painful disease, *ophthalmia*, and might even lose his sight. It will be prudent to carry with him a pocket medicine chest, with the most efficient remedy for that painful malady (sulphate of zinc and copper mixed with a little rose water). It must not, however, be supposed that all the blind persons that are encoun-

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tered in Egypt have been rendered so by this cause alone, for the continual glare of the sun, the fine dust which is whirled all over the land from the desert, the sudden transition from dry air to the moist vapours of the river, and the almost total absence of cleanliness, often produce this sad result. Should the traveller, therefore, determine on a midnight excursion to inspect these wonderful structures, he will have to arrange so as to fix his nocturnal abode in the Tomb, which is scooped out in a rock, on which the largest pyramid is reared, and, upon looking up at its height, the traveller will, in all probability, consider the *ascent* a matter of considerable difficulty. All such feelings must be entirely banished from his mind, for the agility and boldness with which the Arab guides ascend those innumerable steps of masonry is well calculated to set aside all timidity.

THE GREAT PYRAMID.

The base of this structure is 746 feet each way; it contains 85 millions of cubic feet, covers 11 acres, has a perpendicular height of 461 feet, and is about 3,000 years old. It has about 206 tiers of steps, each from 3 to 4 feet high, to ascend which ladies should be furnished with a *footstool*, which the guides will place for them according to their requirements. Its ascent should be commenced from the north-eastern corner, because the steps are worn into cracks and fissures, and as the guides (fellahs) are well acquainted with every step and turn of these stupendous marvels, they seize hold of the wanderer's hands, and haul him up, nimbly pointing out to him every fissure. The traveller will do well to rest himself when half way up, and, supporting himself against the stone work, glance downwards on the immense plain of sand which forms the base of these wonderful structures, and take a view of the horizon. On reaching the top there is a small cracked and corroded platform, of an irregular form, 32 feet square, the stones of the *apex* having been thrown down, where he will find cut out the names, initials, &c., of travellers from all quarters of the known globe. The view from this monstrous structure takes in two regions most dissimilar to each other. The fertile valley of the Nile extends as far as the eye can scan, and round its borders is the

LIBYAN DESERT.

Verging to the west, and the Sphinx appears almost diminutive. Beyond the mountains, on the eastward, the Nile spreads its radiance through the immense concave, and the wailing of the winds, as they sweep across the boundless desert, is mournful music. The explorations of scientific travellers have discovered no less than sixty-nine Pyramids, which reach from Abowroash to Dashcor. The most probable origin of these colossal monuments is that they were a succession of royal mausoleums, and consequently must be considered as the most stupendous necropolis extant. The length of each monarch's reign is indicated by the size of the structure, as, in all probability, upon his accession the foundation was laid, and an addition made thereto yearly until his demise. Supposing this view of their construction to be correct, upwards of sixteen to seventeen hundred years must have been occupied in erecting them.

THE DESCENT OF THE PYRAMID

Is not so fatiguing or dangerous as might be anticipated. The easiest mode is to leap down from step to step; but if the traveller is in the slightest degree *nervous*, he had better avail himself of the assistance of the Arab guides. They will run up and down the Pyramid in ten minutes. N.B.—Curiosities are sold here, which are imitation antiquities made at a neighbouring factory. Rest will be found not only agreeable but necessary, and such should be indulged in, in a recumbent position, in one of the cool recesses to be found at the base of the pyramid, a capital place to partake of a good, substantial repast. After having appeased his hunger, the wanderer must, previous to attempting to explore

THE ENTRANCE OF THE GREAT PYRAMID

(Which was built by Cheops, but is *not* solid), turn a *deaf ear* to the incessant clamour of the rapacious demands of the whole concourse of Arabs who may have collected themselves together at the entrance, vociferating for alms (*backshish*). He must descend by the worn foot-holes, but great caution is necessary, because the stone is exceedingly slippery. The entrance is about 4 to 5 feet high, and from that point the descent begins. The passage (107 feet) leads to a subterraneous apart-

ment, which is closed by a large piece of granite. The traveller must then mount a few steps, and he will find himself in the Great Gallery, from whence, proceeding along a horizontal passage, he reaches the

QUEEN'S CHAMBER.

The roof of which is composed of blocks resting against each other in an angular form; the height of the front is nearly 20 feet. He will observe a niche in the eastern end—there the stones have been broken by the Arabs in search of treasure.

Returning to the great gallery is a narrow funnel-shaped passage, with steps, which is termed

THE WELL.

Which leads down to the chamber at the base of the fabric, and which it is presumed originally contained the body of the builder. The slope of the gallery is rather more than 6 feet wide. About 160 feet up this avenue is a horizontal passage, where formerly four granite portcullises, descending through grooves, prevented any persons from entering, but now free ingress and egress are obtained to the principal apartment, which is called the king's chamber, and is constructed of red granite. The

SARCOPHAGUS

Is also of the same material, but the lid and contents have been removed. It is entirely plain, without any hieroglyphics, and rests upon an enormous block of granite, which some travellers suppose was placed there to mark the entrance to a deep vault beneath. Ascending a narrow passage at the south-eastern corner of the great gallery is a small room, only 3½ feet in height, in which was discovered the *Cartouche*, with the name of the founder inscribed upon it, viz., Suphis, similar to that discovered on the tablets in the desert of Mount Sinai. See Prof. Piazzi Smyth's Work—*Our Interest in the Great Pyramid*—for a complete account of this structure, with careful measurements of every part. The author endeavours to make out that it is a sacred standard of weights and measures, involving some primitive truths of religion. When first built the pole star shone through the central passages. The

SECOND PYRAMID.

The ascent of which is much *more difficult* than the *first*, and seldom attempted by travellers, is supposed to have been erected by Cephrenes, and is composed of much ruder materials. It is situated on very elevated ground, and appears much higher than the Great Pyramid, although in all its dimensions it approximates closely to it. About 30 feet of its smooth slippery casing is still remaining, and consequently it is a feat to ascend to the summit; and it is truly wonderful with what agility an Arab will ascend and descend it. In its interior the sarcophagus of its founder is sunk in the floor. The

THIRD PYRAMID

Is most beautifully built, although in size much less than the others. It is supposed to have been built by Mycerinus, whose wooden coffin, plain and unadorned, is to be seen in the British Museum.—See further on (page 49) for the Nile Trip.

Route IV—Continued.

CAIRO TO SUEZ.

The direct distance, 90 miles, was done by a rail, no longer open. It passed Kankab, Robeki Awabed, and Agerood.

For the line followed by the overland Express from Alexandria, *viâ* Benha and Ismailia, see page 31.

HINTS BEFORE LEAVING CAIRO.—The traveller, if a smoker, will do well to purchase his pipes here, also a few Egyptian paper lanterns and fezes (caps), both of which he will find extremely useful to him when in India. On arrival at the hotel order a bedroom, then proceed to the railway office, and learn the time of the departure of the train across the Desert railway. If, however, the traveller has proceeded by the French packet, and arrived at Alexandria before the English mail, he can hasten on to Cairo, and there await its arrival, and leisurely visit the lions of that place and its vicinity. If disposed to cross the desert by himself, he can hire a guide and donkey, taking care to have a desert umbrella, which has curtains to it like those attached to a shower bath, which close quite round him, having two glasses fixed in them through which he can distinctly see every object as he travels along, which protects his sight from the glare of the sun, and screens himself from its scorching rays. One of Walter's patent urinals will be found a great comfort to travellers. Thirst should be allayed by weak brandy and soda water, or oranges, but no water ought to be drunk—indeed, it is advisable to avoid taking either tea or coffee—pale

ale is far more preferable. The traveller should not neglect to have his luncheon-case filled; also his flask full of brandy, as the stomach is here often attacked with cramps. The dew falls very heavily at night, which prevents the sand from flying about if the wind is not high, and in the day time it is requisite to tie a veil over the hat and under the chin, so as to keep the sand out of the eyes, and protect them from the glaring effect of the burning rays of the scorching sun. At night the body must be well muffled up and the loins kept warm. The Maud shawl, which the traveller has been advised to purchase, should be wrapped round him as the Orientals gird their shawls around them. As the train approaches Suez, the mail packet is seen at anchor off the Bay, and, perhaps, on a remarkably clear day, Mount Sinai may be caught sight of in the background.

DESERT JOURNEY.—The traveller must not imagine that the appearance of the desert is disagreeably uniform and monotonous, for such is far from being the case. The ridges of sand here assume a variety of shapes and forms, and the route is occasionally enlivened by a few short stunted shrubs, growing at considerable distances from each other. Here and there may be seen the mausoleum of some great and rich Arab or Egyptian, who perished when *en route* to Mecca to perform his pilgrimage. Skeletons of camels, who have died when crossing, may also be seen; together with numbers of those useful animals (carrying baggage) walking quickly along in a line, *viâ* the old caravan track, and tied to each other by a cord which is passed from head to head, their burdens being slung across them in nets like donkey panniers. Now and then are passed a troop of travelling Arabs, with their wives and domestics, on donkeys and camels, armed to the teeth. If this part of the journey is traversed on a moonlight night, the howling of jackalls and laughing of hyenas may be heard in the distance; these animals occasionally crossing the traveller's path at a desperate pace when in pursuit of prey. The Khédive's Palace is situated at some distance from (but opposite to) the Central station, and, when that Prince is residing there, several leash of greyhounds may frequently be seen out in the morning exercising with their keepers. Sometimes the homeward-bound trains are met coming across, and here is to be seen "The Desert Tree," an acacia, 18 inches in diameter, with thick, bushy, large, round-topped stem, 10 feet long. Close at hand is the track where the Israelites crossed the Red Sea; and a few miles further is the boundary between Africa and Arabia, much visited by travellers. We then enter

SUEZ.—See Route 1.

SUEZ TO ADEN BY THE RED SEA.

The P. and O steamer leaves every Thursday for Aden and Bombay; every other Thursday for Aden, Colombo, Madras, Calcutta, China, &c.; and also for Australia. The Messageries steamer leaves every other Monday for Aden, Colombo, Saigon, and China. British India and other steamers as in the Skeleton Route, page 59.

To Aden is a trip of six days, down the Bahr Malak or Salt Sea of the Arabs. The thermometer in July ranges from 91° to 97°; and the heat is so great that travellers, either climatised or unclimatised, should be cautious. The steamer proceeds for about 18 hours a distance of 180 miles down the *Gulf of Suez*, or Jubal Strait, 6 to 10 miles broad, with ridges of table land about 3,000 feet high on both sides. It joins the Gulf of Akaba on the Arabian side, where both join the Red Sea, at an angle inclosing the **Mount Sinai** region, 5,000 to 8,000 feet high. The Usruffee Shoal is in Jubal Strait. The Akaba Gulf runs from Ras Mohammed up to Petræa, past Jabel-el-Mir, 5,000 feet high, a day's journey from Akaba, which Dr. Beke believed to be the true Mount Sinai. In the mouth of Jubal Strait, opposite the Telegraph Station, is *Shadwan Island*, where the P. and O. Company's steamer, *Carnatic*, was wrecked, 13th Sept., 1869.

The **Red Sea** proper, which begins here, is 1,100 miles long, by about 80 to 150 miles broad, with a depth of 400ft.; and lies between Arabia on the east, and Egypt, Nubia, and Abyssinia, in three nearly equal parts, on the west. It forms one of the western boundaries of Asia, and is supposed to have derived its name either from the quantity of red coral found in it, or from Edom (which signifies red), which was on its eastern shore. The waters are blue. It is remarkable for the number and size of its dangerous coral reefs, which are usually 20 to 30 feet above the surface, and are plainly seen growing down in the clear water below. Although English steam packets are now constantly passing and repassing, our knowledge of its physical geography is still defective. It was practically opened up by Lieut.

Waghorn, in 1837, when the *Hugh Lindsey* steamer first carried the mails between Suez and Bombay, and by the excellent surveys of Capt. Moresby. The navigation is rather tedious than dangerous, owing to the prevailing winds blowing up and down, viz., S.S.E. October to May, N.N.W. June to October, so that (if sailing) for "six months you cannot get into the Red Sea, and the other six you cannot get out of it." It is best to keep mid-channel, as being the most free from reefs, which chiefly line the coast. The dangers are all visible. Lights are still required at different points, though something has been done to supply the want.

After Jubal Islands, two remarkable rocks, called the *Two Brothers* (marked by a new Lighthouse), are passed in 36 hours; on a level with **Kosseir** (page 53), or Cosseer, a good harbour on the Egyptian side, the nearest point for the Nile and Thebes, across the Desert, and a Telegraph station. Further down on the same side is **Berenice,** opposite the First Cataract. On the Arabian side stands Yembo, the port for **Medina,** where the Prophet died, 100 miles inland. Numerous boats and steamers are seen, conveying pilgrims to **Jeddah** (population 40,000), where the British India Co. call monthly, about 180 miles further on, and about half-way down the Red Sea. It is the port for **Mecca** (population 30,000), about three days' journey inland, the resort of all piously disposed Mahometans, as the birthplace of their prophet Mahomet, who was driven from that city to Medina in A.D. 622, and to which they turn in their devotions. Hence that epoch is called the Hegira or Hejra (Flight) of the Mahometan era, from which their dates are reckoned. About 200 miles beyond are the Konfadeh Islands, facing **Souakin** Island, on the Egyptian side (English Consul, A. Baker, Esq., acting)—the port of **Soudan** or Nubia, 275 miles, or 25 days from Berber on the Nile, near the Fifth Cataract—by a route passing Kokreb, among fine red granite and black basalt mountains, 4,000 feet high. Here the late consul, Comr. Moncrieff, was killed when out with a party of Egyptian soldiers November, 1883; about the same time that the forces of Hicks Pasha were reported to be defeated by the Mahdi in the Soudan. Next (about 120 miles) come the Farsan Islands, on the east side; and, at about 15° lat. on the west side, is

Massowah, a group of coral islands, in the mouth of Annesley Bay; at the bottom of which, 60 miles from Massowah, is Zoulla (ancient *Adulis*), the base of the Abyssinian Expedition, under Lord Napier of Magdala, which landed here from Bombay, October, 1867, for the purpose of rescuing Captain Cameron and other captives from the hands of King Theodore; which was accomplished in April, 1868, after his defeat and death at *Magdala.* Two piers, &c., have been erected. Across the strip of plain, 15 miles wide, belonging to Egypt, are the Abyssinian mountains, 8,000 to 10,000 feet high, which were penetrated by the first division of the army, through the newly discovered pass of Kormayloo, leading up to Senafé, 50 miles distant, on a healthy table land; occupied by the troops, December, 1867. Magdala (which takes name from the one in Palestine) is 400 miles further.

Soon after leaving the Torches, you see at times Dædalus Light; the volcanic Island of *Jibel Teer* (birds) or Dokhan, very seldom seen in eruption, but ascended by Major Leveson, 1867; Aboo Eyle; two guano islands, the Zebayer and Jibel Toogur; and, about twelve hours before reaching Perim, the Great and Little Hamish or Hanish, where the P. and O. boat, *Alma,* was wrecked.

Hodeidah, 70 miles above Mocha, is a port (population 33,000), touched at by the British India Company monthly.

The boat then passes **Mocha,** *viâ* Yeman, famed for its coffee, in the Straits of Bab-el-Mandeb (Babu 'lmandab, Gate of Tears, most probably so called from the number of vessels wrecked in passing through it in the earlier times of navigation); which is hemmed in by barren rugged rocks. In the mouth, 40 miles from Mocha, is the barren

ISLAND OF PERIM.

One mile from the Arabian, 9 miles from the African coast, and 90 miles from Aden. It stands 245 feet above sea, has a Lighthouse, and is 1½ mile long. There is an excellent harbour, well sheltered; where forty ships of the line could anchor safely 100 yards from the shore. Sir David Baird captured it in 1798. The East India Company formed a garrison here in 1857; and it is under the Political Resident at Aden. It belonged to Turkey, is a most important station, absolutely commanding the entrance of this sea. A few ships of war stationed here could at any time close the passage—which in case of war would be done,

as, since the Isthmus of Suez is opened, this sea has become the commercial route between Europe and Asia. The temporary arsenal, fortifications, and store warehouses have been removed, and nothing now remains except a walled lighthouse, and quarters for a company of Sepoys. Supplies obtained from Aden. **Assab Bay**, on the west coast, has been bought by Italy of the Rubattino Company for a free port.

This portion of the Overland Route is by far the most trying to most constitutions. Although double awnings are placed over the decks, still the rays of the sun penetrate, and render the atmosphere, whilst sitting on deck from 8 a.m. to 3 p.m., almost unbearable. This is one of the principal causes why European troops were not sent overland at the first outbreak of the Indian rebellion in 1857. Rarely is there a breath of wind; the body becomes heated, and recourse is had to drinking soda water and pale ale to assuage the burning thirst which all travellers experience, whether they traverse it for the first or sixth time. An aperient draught, if taken occasionally at this time, will tend to prevent an attack of fever. Sometimes the weather is boisterous, and the wind blows terrifically. Small vessels cast upon either the African or Arabian shores are mercilessly plundered, and the passengers led into slavery. In 1859 the Peninsular and Oriental Company lost two vessels about here. *The Alma* was wrecked off Mooshedjerah; and the *Northam* stranded on the Shaah Baryer, but the mail agent and purser reached **Souakin** (105 miles, in an open boat), lat. 20° 54′ N., long. 37° 25′, mentioned above; about 10 miles off the mainland, 5 miles E. of the shoal where the East India Company's sloop of war, *Nautilus*, was wrecked in 1833; and 10 miles off the Gutta-el-Bunna, on which the *Emu* ran ashore in 1857. Lights are still wanted on this coast.

Leaving Perim the steamer, turning east-north-east, passes a series of precipitous headlands along the south coast of Yemen or Arabia Felix. Flying fish are seen.

ADEN—*Telegraph Station.*

An English settlement and coaling station, lat. 12° 47′ N., long. 40° 9′ E., on a barren and rocky peninsula, 10 miles by 3 miles, hemmed in by hills, with a gap towards Seerah Island, in the crater of an extinct volcano, and situated on the east end thereof, connected with the mainland by a causeway, 1,350 yards wide. Landing at Post Office Pier. Steamer stops six hours to coal.

Population, 21,500; chiefly the natives, Soumalis, tall and savage looking, with yellow mop-heads. Feathers may be bought, but it is best to buy them at the town.

Aden is a free port, and has an outer and inner harbour, with a growing trade. Water is scarce here, as it seldom rains oftener than once in three years; and a condensing apparatus (invented by Dr. Normandy) has been erected near the port by the P. and O. Company's agent. This apparatus is also in use on board vessels. Here the natives dive for money, which they will bring up from a great depth. Vessels are signalled from a conical peak called Signal Hill. November to February is cool. Scarcely a tree or blade of grass is visible.

A good road, but unsheltered, 5 miles long, leads to the Town or "Tanks." Here are the Governor's House and Gardens; the Government Buildings and Fortifications; European Hospital; and the Barracks and Cantonments for Cavalry and Infantry, at Turkish Wall; Protestant and Roman Catholic Churches, and a mosque; with the Bazaar, where sheep with the fat tail (sometimes weighing 10lbs.) are seen. Their flavour is as good as that of any English mutton. The manner in which the houses are constructed and built in the sand is worthy of notice; all being made of bamboo. Except the Governor's Gardens, a small Park is almost the only green spot here, besides a few trees and shrubs to be seen on the mainland. However, the soil, being volcanic, has the elements of fruitfulness, provided irrigation can be supplied. This is partially found in the *Tanks*, which are the great sight here. There are eleven or twelve of them of various sizes, in a gorge overlooking the town. They are of solid masonry, looking like forts; and were first built many centuries ago, but had been neglected and gradually filled up with rubbish, till the English took possession; since which large sums have been spent in their re-construction. They hold enough for two or three years' consumption. The water is carried down to the town by donkeys and camels.

POLITICAL RESIDENT AND GOVERNOR.—Brig.-Gen. Blair, V.C., under the Government of Bombay. Assistant Resident, Major Hunter, who is Consul at *Tajurra*, on the opposite coast.

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UNITED STATES CONSUL.—J. S. Williams, Esq.

Port Surgeon—Dr Colson.

HARBOUR MASTER.—W. Thyne, Esq., Surveyor of the Port. Lighthouse at Marshag.

POST-OFFICE on the beach. *Postmaster.*—L. Wait, Esq.

COMMERCE.—A considerable trade is carried on with the interior of Arabia, by means of asses and camels; and also with the African ports of Berbera and Bulhar, opposite South Zanzibar, &c. Ostrich feathers and eggs are for sale.

COALING DEPÔT.—Sailing vessels arrive with coal from England, and then proceed to India or Australia seeking freight.

HOTELS.—L'Univers; Prince of Wales; and de l'Europe. The Hotels, decidedly the best buildings, are situated at the edge of the beach, in a kind of crescent, and consist of one immense ground floor, having a well-protected verandah entirely round it. The accommodation afforded is fair.

Cowasjee's store is here.

Artillery Mess, on the shore.

HORSES.—Two rupees per diem. Carriages, 5 rupees per diem (very scarce).

BOAT HIRE.—Outer harbour, each person, ½ rupee; inner, ¼ rupee. The native boatmen are arrant cheats.

STEAMERS.—The P. and O. Company's steamers (Mr. E. Trelawney, agent) arrive here outward-bound with the Bombay mails every Tuesday; with mails for Colombo, Calcutta, and China every other Wednesday; for Australia every other Wednesday. Homeward-bound mails from Bombay arrive every Thursday. French Messageries steamers (Agent, Mons. Delagénière, Vice-Consul) arrive every other Saturday for Galle, &c.; and leave for Mauritius every fourth Monday. British India Co. has a junction here for the Queensland Mail and the East African coast, in connection with the Cape and Mauritius.

From here the distances along the Queensland Mail Route (British India Co.) are—to Batavia 3,950 miles, Thursday Island 2,256 miles, Cooktown 430 miles, Townsville 258 miles, Bowen 103 miles, Mackay 118 miles, Rockhampton 193 miles, Brisbane 328 miles; total, 7,536 miles.

On the Delagoa Bay line.—Aden to Zanzibar 1,690 miles, Mozambique 560 miles, Quillimane 320 miles, Inhambane 350 miles, Delagoa Bay 240 miles; total, 3,160 miles.

HISTORICAL EVENTS.—In 1837 the Sultan of Lahej held Aden, and plundered a British vessel from Madras, which was cast ashore. The Indian Government captured it in 1839, and latterly the village of Shark Othman, 6 miles, where good water is found, has been bought from this Sultan, who is now a good neighbour.

OBJECTS IN THE VICINITY.—There is hardly anything worthy of note in the suburbs except the Monument to the 1st Bombay Fusiliers, who fell at the capture of Aden. The coast of Arabia consists of rugged, picturesque, bare-looking hills; it is sometimes unsafe for Europeans to attempt to land there, as instances have happened of British officers going on shooting excursions and being attacked by the Arabs. The peculiar conical Hills of barren blueish colour quartz rock, of which this place is composed, certainly indicate that they are of volcanic origin. **Berbera**, on the Somali coast, opposite Aden, is annexed to Egypt; Major Hunter being Consul for **Tajurra** and Ras Hafoun. The Massah Islands, in Tajurra Bay, with Bât and Aibât Island, have been occupied by England (?); and **Obock** or Obrok is a French settlement (?). **Socotra**, outside the Gulf of Aden, was occupied *pro tem.* by England, 1878.

A Telegraph Cable down the Red Sea from Suez to Aden and Bombay was successfully laid by the Great Eastern, 23rd March, 1870.

HINTS.—Previous to quitting the steamer, the traveller should inquire the exact time of the packet's departure. Twelve hours are generally allowed for coaling; a gun is fired, and the vessel steams away. A number of Arab boats ply about the steamers on their arrival in the offing (fare, each person, Rupee ¼ or 6d.); they are manned by two and sometimes four wild-looking and cunning descendants of Ishmael, who make their frail bark dash along at an astonishing rate. The traveller will be amused with the various articles of Indian and Chinese workmanship which are exposed for sale in the store at the extremity of the hotel, which is kept by a Parsee (a Gueber, or fire worshipper), the original religion of the Persians. He must pay but a fraction of the price asked for anything at Aden. The homeward-bound traveller who intends to return through France, Italy, or Germany should make arrangements for the conveyance of the heavy portion of his luggage direct to Southampton.

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BRANCH ROUTE IVa.

Ascent of the Nile by Boat

This journey may be commenced in the regular way from Cairo; but though the portion of the river between Alexandria and Cairo is now in a great measure superseded by the rail, yet we think it desirable to begin our sketch at Alexandria, as we are thus enabled to give a description of the *Nile and its Delta* under one general view. In drawing it up, the works of Bartlett, Lane, Wilkinson, &c., have been consulted. Lady Duff Gordon's *Letters from Egypt* and Mr. Eden's *Nile without a Dragoman* may also be read with advantage.

THE TABLE SUPPLIES ON BOARD THE NILE STEAMERS.—On board the steamers, passengers are supplied with the following meals, according to the time of departure, viz:—breakfast, at 9 a.m., consisting of tea, coffee and milk, ham, tongue, cutlets, eggs, omelet, &c., &c.; lunch, at 1 p.m., consisting of English cheese, butter, biscuits, and fruit in season; dinner, at 4 p.m., consisting of good hot joints (roasted), boiled ham and tongue, vegetables, tarts, cheese, dessert, and coffee after dinner; tea, at 8 p.m., with milk, biscuits, fresh butter, &c.

Alexandria to Atfeh, 48 miles—by canal steamer (or direct to Cairo, by rail); Rahmanieh to Caffer-el-Eish, 7 miles—by steamer; Salamin to Werdan, 54 miles—by steamer; El-Guttah to Benha, 22 miles—by steamer; Burrage to Shoubra, 8 miles—by railway; Boulac to Cairo, 1 mile—by omnibus; Cairo to Rhoda Isle, 2 miles—by boat; Gizeh (Ferry) to Pyramids, 8 miles—by boat and donkey; Benisouef to Fyoum, 45 miles—by rail; Biahmoo to Birket-el-Keroun, 8 miles—by donkey; Bibbeh to Jebel e Tayer, 65 miles—by kangia boat; Minieh to Beyadieh, 33 miles—by kangia boat; Sheikh Abadeh to Jebel Abulfeda, 38 miles—by kangia boat; Manfaloot to Siout, 13 miles—by kangia boat; Girgeh to Kasr e Sayd, 63 miles—by kangia boat; Dendera to the Ferry, 4 miles—by kangia boat; Ferry to Keneh, 2 miles—by donkey; Keneh to Thebes, 30 miles—by boat and donkey; Karnak to Luxor, 4 miles—by donkey; Luxor to Gornou Tombs, 2 miles—by donkey; Hermonthis to Esneh, 15 miles—by kangia; El Kab to Edfou 18 miles—by kangia; Hagar Silsilis to Redesieh, 15 miles—by kangia; Jebel Silsileh to Koomombro, 15 miles—by kangia; Isle of Elephanta to Cataract, 3 miles—by kangia; First Cataract to Assouan, 8 miles—by kangia; Philæ Isle to Bigge Isle, 2 miles—by boat; El Kalabshen to Wadee Halfeh, 12 miles—by kangia; Second Cataract to Abusimbal, 10 miles—by kangia.

PLACES ON THE BANKS OF THE NILE.

ON THE EASTERN BANK.

Mehallet, Shoubra, Boulac, Cairo, Isle of Rhoda, Toura, Mitrahenny, Sharouna, Nezlet e Sheikh Hassan, Souadi, Beni Hassan, Beyadieh, Sheikh Abadeh (ancient Antinopolis), El Kossayr, Jebel Abulfeda, Maabdeh, Gowel Kebir, Sheikh Hereedi, Ekhnaim, Kasr e Seyd, Keneh, Koft, Koos, Karnak, Luxor, Gornou, Tombs of El Kab, Redesieh, Jebel Silsileh, Koomombro, Assouan (ancient Syene), Isle of Sehayl, Isle of Bigge.

ON THE WESTERN BANK.

Rosetta, Atfeh, Rahmonieh, Caffer-el-Eish, Salamin, Werdan, El Guttah, Benha, Burrage, The Ferry (Gizeh), Pyramids, Abousa, Sakkara, Pyramid of Howara, Benisouef, Fyoum, Biahmoo, Birket-el-Keroun, Bibbeh, Feshn, Melatieh, Abu Girgeh, Jebel e Tayr, Semalad, Minieh, Eshmumen, Melavi, Manfaloot, Siout, Abontijl, Gowel Garbieh, Tahtah, Itfou, Soulhaj, Girgeh, El Kirbeh, Samboud, Farshit, Haoui, Dendera, Ballas, Nejudeh, Thebes, Erment E'Dayr, Hermonthis, Esneh, Hagar Silsilis, Elephantine Island, First Cataract, Philæ Island, El Kalabshen, Wadee Halfeh, Second Cataract, Abusimbal.

The traveller leaves **Alexandria** in a comfortable barge, towed by a small steamer, on

THE MAHMOODIEH CANAL,

Which was cut in 1819, by order of Mehemet Ali, with a loss of upwards of 35,000 men during the seven months in which it was finished by 150,000 people. It was named after Sultan Mahmood, and is 70 miles in length, 90 feet wide, 18 feet deep, with only one lock. Its banks are for a long distance picturesquely ornamented with shrubberies and beautiful flower gardens; they then become uniformly dull, and only enlivened by a distant view of the ancient Canopus, now called *Aboukir Bay*, the scene of the battle of the Nile, won by Nelson, 1798, and close to the battle-field of the gallant Abercrombie (1801), the continual passing up and

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ROUTE V.

LONDON TO SUEZ, ADEN, AND BOMBAY.

By the last contract made by the Peninsular and Oriental Company with Government, this route is fixed upon as the *chief Mail Line* to India; and 52 weekly mails are now despatched to Bombay, instead of 24 as formerly. Letters are sorted on board to save time. From Bombay they are transmitted to Calcutta, Madras, &c. The Peninsular and Oriental Company receives parcels for the Indian Parcel Post, to be delivered at any post town in India; charge, 1s. per lb. (prepaid or not) not exceeding 50lb. At Bombay, through tickets can be obtained for all the principal railway stations in India. Money Orders on India are payable at the same rate as to the colonies, 1s. to £2, 2s. to £5, &c. A *Postal Guide* for India was first issued 1869. See list of Money Order Offices, further on in this *Guide*. The telegraph cable to Aden and Suez was laid by the Great Eastern, 23rd March, 1870.

From **Suez** to **Aden**, see Route 4. Steamers proceeding from Aden to Bombay perform a sea voyage of seven days. In 1882 the Shannon took only five days. About 700 miles from Aden, and 100 miles north of the route followed by the P. and O. Company's Steamers, lie the

Kooria Mooria Islands, which were surveyed in 1836. The group consists of five islands:—Hallanea, the largest; Jibblea, 16 miles distant; Haske, Soda, and Gourjoud, a small point of rock sticking up out of the sea. The last three are close to Hallanea. *Jibblea*, on which island only guano was found, of an inferior description to the Peruvian, was worked for some time by a Liverpool firm, but ultimately abandoned. The island has five natural harbours, all more or less dangerous; and cargo sent off to ships in boats often gets swamped. *Hallanea*, the largest of the group, is only approachable in fair weather, and will be noted as one of the late Red Sea Telegraph Company's stations, abandoned in April, 1862, after the continued failure of the cable to Aden. The climate of this island is beautiful; and in a small bay on the north is a well of sweet water, not 200 yards from high water mark.

Bombay is approached soon after passing some rather dangerous dark-coloured rocks, on which several large vessels have been wrecked, and many lives lost.

If the packet make the harbour in the day time, the view is exceedingly picturesque, overlooking rich groves of dates, palms, and other trees, with Malabar Hill and its country houses 3 miles behind; whilst far in the distance are to be seen the superb Ghauts, towering to the skies. As soon as the steamer is discerned by the look-out at the flagstaff on the top of the light-house, situated on the small promontory of Colaba, a gun is fired, the mail signal hoisted up to its peak, and its arrival is telegraphed all over India. She then proceeds to the anchorage. The mail is landed immediately, after which passengers are permitted to go on shore. The landing is effected in bunder boats, or small steamers, either at Prince's Dock, or higher up the harbour at Mazagon, where the P. and O. Steamers lay. Carriages are at hand to convey passengers to the various ports of the Island. Baggage is examined either on board the steamers or at the Custom House.

BOMBAY—*Railway Station and Telegraph.*

Seat of the Presidency Government, Military Head-quarters, and a Collectorate; 1,470 miles, by rail, from Calcutta; 840 miles from Allahabad; 1570 from Lahore; 775 miles from Madras, by rail, opened through, *via* Raichore, 1st May, 1871. The name is derived by some not from the Portuguese words bom ("good") and bahia ("bay"), as generally stated, but from Mumbaia, a place in Guzerat. The English obtained it as part of the dowry of the Princess Katherine of Portugal, when married, 1661, to Charles II.; who ceded it to the East India Company in 1669. It is a low island of 19 square miles, to the south of a larger island, *Salsette*, of 150 square miles, acquired in 1775. It has much increased in importance from having become a centre of the Indian postal, railway, and steamer systems, and since the opening of the Suez Canal. Many new houses have sprung up in the Fort and neighbourhood. The Municipality had a revenue of £325,200 in 1880.

Population (1881), 773,200, against 784,000 in 1864, when it was very closely packed, averaging 21 persons to a house. About 140,000 are Mussulmans. It doubled itself in the cotton mania of 1861-4,

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when 100 companies, with a nominal capital of 600 millions, were projected; and the subsequent reaction in 1875 was great. The Parsees, who number 45,000, and held the best share of the trade, suffered deeply.

The city stands in sight of the distant Ghauts, on a number of islands joined by causeways, and a long peninsula ending at Colaba. It is flat, except at Malabar, Worlee, and other hills, and so low as to be flooded in the rains, yet is healthy, from being open to the sea breezes. It is well supplied with water and gas, omnibuses and other conveyances. A fine Harbour lies along the east shore, where the bulk of the population reside; with an anchorage off the Fort.

Lower Colaba, the native town, is near Grant Buildings, occupied by warehouses and chambers, cotton presses, and five minutes from the Fort (so called), the nucleus of the first settlement at the centre of the town. The Fort, now altered and extended by the removal of its old walls, encloses the Banks, Government and Mercantile Offices, and shops. Outside are new roads, and markets in the Esplanade Road. Elphinstone Circle, consisting of handsome houses and offices, faces the Town Hall and the Cornwallis Monument, where the inhabitants tent out in the hot season. Hereabouts are the Esplanade Hotel, Sassoon Institution, the Municipal Offices, National Bank, Mercantile Offices (English and native), the handsome new Secretariat (cost £120,000); Post-office (in the mediæval style, cost £60,000); Public Works Office (cost £60,000); High Court; with the University Hall (completed 1874) and Library, begun 1857. Further north, on the Harbour, is the native town, and beyond this Mazagon and the Peninsular and Oriental Dock Yards and Pier. At Back Bay are the Elphinstone Docks. The Post-office and Custom House are at Apollo or Wellington Pier, at the south corner of the Fort, where passengers land, close to waiting and refreshment rooms. Oyster Rock is defended with Armstrong guns. Two Monitor turret ships are stationed here for the defence of the port. Bahrein and Elkahtief reef are under survey.

Official Authorities.—*Governor*, His Excellency Rt. Hon. Sir J. Fergusson, K.C.M.G. *Commander-in-Chief*, Lieut.-Gen. Hon. A. Hardinge, C.B. *Supreme Court of Judicature*, Chief Justice Hon. Sir W. Sargent. *Bishop of Bombay*, the Right Rev. L. G. Mylne, D.D. *Commissioner of Sind*, H. N. Erskine, Esq. *Senior Members of Council* at Bombay, Lieut.-Gen. Hardinge; E. W. Ravenscroft, Esq., C.S.I.; J. B. Peile, Esq., C.S.I., besides nine other members (English and native), for making laws. *Secretary of Council*, C. Macpherson, Esq., C.I.E. *Secretaries to Government*, J. Nugent, Esq., for Revenue and Finance; Major-Gen. Merriman, C.I.E., for Public Works and Railways; C. Gonne, Esq., for Political, Secret, Educational, and Judicial Matters; Colonel Willoughby, for Military, Marine, and Church business.

Office hours in this Presidency, from 10 a.m. to 4 p.m.

Hotels.—Adelphi, at Byculla, and Victoria Esplanade; proprietor, Pallonjee Pestonjee. Watson's Hotel (iron, in five storeys), Esplanade; Hope Hall, Mazagon (2½ miles from the Fort), near the railway station; Clarendon and the Byculla, at Byculla; Royal, at the Fort. Average charge at the best, 7 Rs. per day. Malabar, at Breach Candy; 5 Rs. The pomfret and bumbelow (fish), prawns 5 to 6 inches long, mango, guava, Indian fig, melons, and large delicate onions are all good. Bananas taste of turpentine and musk.

Clubs.—Bombay Club, in Rampart Row; entrance fee, 200 Rs.; and 5 Rs. a month. Members may live here for 300 Rs. a-month, board and lodging. Non-residents may become honorary members. Byculla Club, near the Race Course, much used; entrance fee, 300 Rs., and 6 Rs. monthly. It has chambers and bedrooms. Board and lodging, 300 Rs. to 350 Rs. a month. Members admitted by ballot, except those of the Bengal and Madras Clubs, who are admitted as honorary members. There are Cricket, Golf, Yacht, and other clubs.

Rents are very high. Good quarters may be found on the Esplanade, near the Fort. There are few or no boarding houses. At Malabar Hill, the fashionable part for Europeans, rents are 100 Rs. to 500 Rs. a month; further off, 4 to 6 miles from the Fort, a bungalow costs 100 Rs. a month.

Servants.—Fewer are now kept than formerly; wages are high. Cooks, butlers, and boys cost 12 Rs. to 20 Rs. a month.

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CONVEYANCES.—Tramway cars from Colaba to Girgaum, &c. One and two-horse shigrams, omnibus, buggy or cab, bullock cart (the cheapest), and a palanquin with four bearers. A one-horse shigram costs 5 Rs. a-day; other vehicles 8 Rs. to 12. Rs. Vehicles are commonly hired by the day. Coolies to carry parcels, ¾ Rs. per diem.

STEAM FERRIES.—Across the Harbour daily. The boats in use are bunder boats, dinghies, sumlocks, and tonies. Hire of boat for landing from vessels, ¼ Rs. each person.

POST-OFFICE.—At the Fort. Six letter deliveries, from 8 a.m. to 5 p.m.; postage, ½ anna for ½ tolah weight; post cards, 3 pies.

TELEGRAPH.—To London, 2 rupees 8 annas to 2 rupees 12 annas the word.

POSTMASTER-GENERAL.—A. Fanshawe, Esq. POSTMASTER.—C. Stuart, Esq.

MAILS.—Overland to England, every Tuesday; except at the monsoons — then Friday; *viâ* Brindisi, 4½ annas the ½-oz.; *viâ* Gibraltar, 4 annas. To China, every two weeks. To Australia, every two weeks. To United States, weekly; *viâ* Hong Kong (P. and O. Company), monthly. To Mauritius, every two weeks, *viâ* Aden. To the Cape, *viâ* the United Kingdom. To Kurrachee and Persian Gulf, every Tuesday.

COMMISSIONER OF CUSTOMS.—C. Pritchard, Esq.

CONSULS.—For France and other countries.

UNITED STATES CONSUL.—B. F. Farnham, Esq.

SEASONS.—In the Cold Season, December to February, people stay at Bombay. In the Hot Season, March to May, when the temperature is 96° to 100° in the shade, they go to Matheran, Mahabaleshwar, and Toongar Hill, 12 miles. In the Monsoons or Rains, June to September or October, the Governor moves to Poona. January is the coolest month. The temperature varies from 50° to 90°; seldom over 85°. Mean annual temperature, 80°. Rainfall (1833-74) varies from 35 to 119 inches.

DRESS is now pretty much as at home, only thinner; with the head protected against heat.

ENGLISH CHEMISTS.—Treacher and Co.; Kemp and Co.

WATSON'S, for native jewellery.

BOOKSELLER.—(*Bradshaw's Guide* Office), Thacker and Co

Messrs. COOK and SON'S OFFICE.—Esplanade.

ASSURANCE COMPANIES.—Many English Companies have Agencies here: as the London and Liverpool, Alliance, Imperial, Royal, Phœnix, &c Bombay Marine Insurance (head-quarters).—Secretary, G. Foggo; agents in London, Forbes, Forbes, and Co. There are many cotton press, weaving, and other companies.

BANKS.—Oriental Bank Corporation, a handsome building; National Bank of India; Chartered Mercantile Bank of India; Comptoir d'Escompte de Paris; Grindlay, Groom, and Co.; King, King, and Co.; Agra Bank; Hong Kong Bank; Chartered Bank of India; Land Mortgage Bank of India.

MONEY.—Sovereigns about 10 Rupees 4 Annas. They are at a premium. Currency or Government notes from 5 Rs. to 10,000 Rs. are issued in Currency "Circles." *Silver Coins.*—Rupee=2s. nominal (or 1s. 9d. sterling)=16 Annas. Others are 8 Anna, 4 Anna, and 2 Anna pieces=1s., 6d., and 3d. respectively. *Copper Coins.*—Anna=12 Pies=1½d. Others are ½ Anna=6 Pies=¾d. ¼ Anna=3 Pies=⅜d., and ⅛ Pice=1½ Pie. The homeward traveller should change rupees into English money, and pay only to Suez, where he can do as he likes, see Cairo, Alexandria, &c., and avoid Port Said.

HORSES.—A great market for Turkish, Persian, Walers (*i.e.* New South Wales or Australian), and country-bred horses. Prices, 300 Rs. to 1,000 Rs.

CASTRA ASSOCIATION.—Was formed for a settlement of Indian Officers, in a fine part of Tasmania, under the management of Col. Crawford.

RAILWAYS.—Passengers can book through to all the principal stations in India, either at Bombay or on board the P. and O. steamers. *Great Indian Peninsula;* stations at Boree Bunder (near the Fort) and Byculla. Of the South Eastern section, 1,200 miles are open, to Koolburga and Raichore, where the Madras line makes a junction 345 miles from Madras. The North Eastern section to Jubbulpore, on the East Indian rail, which effects a *through communication* across India, between Bombay and Calcutta, as well as Delhi and Lahore, was opened by the Duke of Edinburgh, 7th March, 1870, who "keyed" the last rail, in presence of the Viceroy, the Governor of Bombay, and other functionaries, English and native. The through

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distance to Calcutta, by rail, is now 1,405 miles taking about 70 hours (or 45 hours for the mail); fares about £14, £7, and £2 13s. Three or four days are saved; and "no greater time is now occupied in reaching Calcutta from London than it took twenty years ago to get from one end of India to the other." Comfortable carriages are provided for the through journey, with baths, &c.

The *Bombay, Baroda, and Central Line* is open from Bombay (at Colaba Dock) to Ahmedabad, Wudwan, Joonaghur, &c., in Kattiawar; with connections towards Mount Aboo and Adjmeer. Stations at Colaba, Church Gate Street, and Grant Road.—See *Tables*.

Bombay time is half-an-hour later than Madras, and one hour later than Calcutta time.

STEAM PACKETS.—Peninsular and Oriental Company's vessels (agent, Mr. F. Parker) arrive here with the Overland Mail from Aden every Tuesday, and sail *homeward* every Friday or Tuesday. Mails made up at the General Post-office, to Madras, Calcutta, &c., daily. The P. and O. Steamers arrive every other Sunday or Thursday from Ceylon, &c., and Hong Kong. The Company issues through tickets to Marseilles, in connection with the Messageries steamers from Alexandria.

British India Steam Navigation Co.'s (Agents, Messrs. Mackinnon and Co.) Steamers to Kurrachee, weekly; to Persian Gulf Ports (Muscat, Bushire, &c.), every four weeks; to Malabar Coast twice a month. The P. and O. Company book through to any of the ports touched at by the British India Company, at extra rates.

Bombay Coast and River Steam Navigation Company (Agents, Messrs. Fulcher, Cooper, and Co., Rampart Row). Bombay and Bengal Steam Navigation Company (Agents, Messrs. Stearns, Hobart, and Co., Forbes Street); Steamers to Calcutta, Madras, Ceylon, Cochin, and Kurrachee; occasionally to Suez only; Genoa and Bombay Steam Navigation Company (Rubattino's.)

TROOP SERVICE.—Resident Transport Officer, Capt. Hext, R.N.

Steamers now run to Kurrachee and Bushire in connection with the Turkish Company's Steamers from Bussorah to Constantinople, *viâ* Suez Canal. Clan, Hall, Anchor, and other lines, monthly and oftener, through the Canal, to Trieste, Genoa, and Liverpool. Austrian Lloyd's (Agent, J. Janni), monthly to Trieste and Hong Kong.—See Skeleton Route, page 59, and Steamer Lists in *Bradshaw's Guide*.

The first steam voyage from Bombay towards England was done by the *Hugh Lindsay*, launched here 1829. She made the run to Suez and back in seventy days, now done in twenty-eight to thirty days. The first English ship taken up the Red Sea was by Mr. Holford, 1773. The trade between Bombay and the Gulf of Persia is now 6 millions a year.

TRADE AND SHIPPING.—Amount of imports from foreign ports (1872-3), 17½ millions sterling, of which 10¾ were merchandise. Exports: 25 millions. Of shipping, there entered and cleared 865 vessels, of 584,000 tons; and 792 vessels, of 499,000 tons. In 1873-4, the total exports and imports were 43⅕ millions; in 1874-5, they were 47¼ millions; in 1879-80, about 46 millions.

NEWSPAPERS.—The *Bombay Gazette; Times of India; Indian Statesman*, daily; besides Gujrati and other papers.

MAGAZINES.—Chesson and Woodhall's *Miscellany*. The Gujrat Tract and Book Society printed, in 1860, 854,800 pages, and 17,851 books. The *Griyandipak*, "Lamp of Knowledge," an excellent periodical. The publications of the City and Presidency number sixty newspapers and periodicals in English, Portuguese, Gujrati, Mahrati, Hindustani, &c. The *Indian Antiquary*, edited by J. Burgess, Esq.

GUIDE BOOK.—Maclean's *Guide to Bombay*.

SIGHTS AND OBJECTS OF NOTICE.—Library and Museum of the Royal Asiatic Society at the Town Hall (a handsome pile); open 9 to 6, by member's order. Bombay Geographical Society; library at the Town Hall; open 10 to 5. Queen's Mint, near the Town Hall; daily, by order. Queen's Statue, by Noble, on the Esplanade. St. Thomas's Cathedral, open daily, has Chantrey's monument of Babington. Secretariat, Public Works Office, the Arthur Crawford Market and Government Offices above mentioned, on the Esplanade. Elphinstone College, Rampart Row, on Esplanade. Grant Medical College, 1845, and the Jamsetjee Jejeebhoy Hospital, in the Gothic style, open by order. University, with Cowasjee Jehangir Hall, and

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Rajabai Tower and Library. The Robert Money High School; St. Xavier's Roman Catholic College. Bombay Hospital. Victoria Gardens, Parell Road, opened 1862; free from sunrise; first established by Sir G. Birdwood, and composed chiefly of exotics. Here is the new Victoria and Albert Museum, or Government Central Museum, with Noble's statue of the Prince Consort, given by Sir A. Sassoon; another of the Prince of Wales by the same donor; another of the Queen, the the gift of the Guicowar, 1872, under a Gothic Cross; Northbrook Gardens, in Grant Road.

Government Dock Yard; the Hydraulic Floating Dock, erected 1872, by Mr. E. Clarke, at Hog Island, is large enough for ships 400 feet long, between 36 iron pillars (some 109 feet long altogether), having valves with a power of 25,000 tons; a large ironclad can be hauled up in 35 minutes. Prince's Dock, 30 acres, where the P. and O. Steamers land, opened 1880; with a deep water channel and jetty. The *Bombay Marine*, or Navy, consists of about ten steamers and gunboats, with two turret ships for the defence of the port—*Director*, Captain Hext, R.N. Lighthouse, on Colaba Point; open 10 to 5. Another on Keneri Island. Colaba Memorial Church; open daily; built as a memorial of the expedition to the Persian Gulf. Observatory at Colaba, where the time-ball falls daily. Cotton spinning Mills at Tardee, Parell, Girgaum, and other places. Sassoon School of Industry, at Chunabutty, with Woolner's Statue. Framjee Cowasjee Institute. Panjarapol, or Parsee Hospital, for sick animals, at Booleshwur. British cemetery at Girgaum.

SIGHTS IN THE NEIGHBOURHOOD.—*Governor's House*, at Parell, formerly the Jesuit College. Vehar Water Works and Lake, under the Salsette Hills; two hours' drive, or by rail to Bhandoop station, which is also the best for the *Keneri Cave Temples*.

Elephanta Caves, on Garapuri Island, in the harbour; 1½ to two hours, by boat or steamer.

Bassein, an old Portuguese city; by boat or rail. Mahim is another old place. Caves of Badja and Bedsa, 5 and 9 miles from the Karlee Caves. Lanowlee, 8 miles from Bombay, on the Poona line, is the station for all.

SANATARIUMS.—Poorundhur and Colaba (in the Concan); Metheran; Toongat Hill; and the *Mahabuleshwar Hills*, in the Ghauts, distant 70 miles; among beautiful scenery. A more distant Sanatarium, appropriated to European children, is Mount Aboo, in Rajpootana.

The Prince of Wales in his progress through India, 1875-6, landed at Bombay 8th November (Monday), and was met by the Viceroy. On the 9th, his birthday, he received the great princes and chiefs. He afterwards laid the first stone of the new Prince's Docks, visited Elephanta, Poona, and Baroda, and left 25th November (Wednesday). He returned to Bombay 11th March, 1876 (Saturday), and embarked on 13th, after writing a letter of thanks and farewell to the Viceroy. Here the Indian contingent of ten regiments took ship for Malta, 30th April, 1878; and seven regiments embarked for Egypt, 1882.

The following are outline *Itineraries* of the main routes from Bombay to Calcutta and Madras, *viâ* Great Indian Peninsula line, and to Lahore. For particulars, see the following Gazetteers of the Presidencies, and the *Time Tables* at the end of the *Guide*. Carriages with every convenience, including bath-room, are attached to first-class trains. Madras time (30 minutes before Bombay and 33 behind Calcutta) is kept.

1.—ITINERARY OF RAILWAY FROM BOMBAY TO CALCUTTA.

Miles from Bombay.

34.—Callian Junction,* where the south-east branch towards Madras parts off.

75.—Kussarah,* at the bottom of Thull Ghat incline.

85.—Egutpoora,* at the top of the ghat.

113.—Deololee.

178.—Nandgaum,* for Ellora Caves.

204.—Chalisgaum.

276.—Bhosawul Junction,* on the Taptee, near the frontier of Central Provinces. Branch to Nagpore, 244 miles, in the cotton country, over a dusty plain of trap rock.

310.—Boorhanpoor, or Burhanpur, under the Sautpoora hills.

353.—Khundwah,* for Indore, &c.

417.—Hurda,* among the Central Ghauts, or Vindhya hills.

443.—Seonee, on the Nerbudda, under the Ghauts.

464.—Etarsee, for Hooshangabad.

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Miles from Bombay.

494.—Sohagpore.*
583.—Chindwara.
616.—Jubbulpore,* on the Nerbudda, at the junction with the East Indian Line; thence to Allahabad, in a valley.
713.—Myhere, in Indore Agency.
734.—Sutna.*
844.—Nynee, on the East Indian main line and the Ganges, in North-west Provinces. To Allahabad, 3 miles; Cawnpore, 122 miles; Lucknow, 164 miles; Agra, 280 miles; Delhi, 399 miles; Lahore, 732 miles.—Descend the Ganges, on the East Indian Line, to
896.—Mirzapore.
915.—Chunar and its rock, on the Ganges.
931.—Mogul Serai.* Branch to Benares, 6 miles.
1003.—Buxar,* in the Lower Provinces.
1046.—Arrah.
1071.—Dinapore.*
1082.—Patna.
1182.—Mokameh.*
1152.—Luckieserai,* at the junction of the Loop Line. To Monghyr, by the main line, 38 miles; Bhaugulpore, 66 miles.
1221.—Muddapur.*
1266.—Seeterampore.
1283.—Raneegunje, among collieries.
1338.—Burdwan,* where the Loop Line falls into the main line.
1384.—Chandernagore, on the Hooghly.
1392.—Serampore.
1404.—Howrah terminus, at the bridge to Calcutta.
1405.—Calcutta.

2.—ITINERARY OF RAILWAY FROM BOMBAY TO MADRAS (41 hours).

34.—Callian Junction, where the north-east branch towards Jubbulpore and Calcutta parts off.
62.—Kurjut.*
78.—Khandalla and the Ghore Ghat incline.

Miles from Bombay

80.—Lanhowlee,* for Karli Caves.
119.—Poona.*
184.—Decksal and Bheegwan, on the Bheema.
283.—Sholapoor.
323.—Doodneh, on frontier of Nizam's territory.
370.—Shahabad* (for Hyderabad, &c.)
409.—Kedagherry.
427.—Kistna, on the Kistna.
443.—Raichore Junction,* where the Madras Line joins.
468.—Kosjee, on the Toongabudra, and Madras Presidency frontier.
486.—Adoni.*
520.—Goondacul Junction, for Bellary.
536.—Gooty,* on the Pennar.
566.—Tajputra.
632.—Cuddapah,* on the Pennar.
709.—Tripetty, or Tiruputty.*
751.—Arconum Junction. To Conjeveram (on Carnatic Line), 19 miles; Bangalore, 155 miles; Erode (for Trichinopoly, &c.) 200 miles; Coimbatore (for the Neilgherries), 259 miles; Beypore, 363 miles.
793.—Madras.

3.—ITINERARY OF RAILWAY FROM BOMBAY TO LAHORE, &c.

Colaba.
167.—Surat.
248.—Baroda.
310.—Ahmedabad, for Bhownuggar, &c.
423.—Abu Road.
618.—Ajmere.
697.—Jeypore.
816.—Bhurtpore.
849.—Agra.
890.—Delhi.
930.—Meerut.
1056.—Umballa, for Simla.
1206.—Amritsur.
1238.—Lahore. To Mooltan and Kurrachee by Indus Valley, 820 miles.
1523.—Peshawur.

* Refreshment Stations.

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HEAD POST OFFICES IN INDIA.

Nearly all are Money Offices.

Most of the places here mentioned will be found in one form or another in the three Gazetteers of the Presidencies, which follow (see pages 70, &c.)

Abbottabad, Punjab.
Abu, Rajputana.
Aden, Arabia, Bombay.
Agar, Central India.
Agra, N.W. Prov.
Ahmedabad, Bombay.
Ahmednagar, Bombay.
Ajmere, Rajputana.
Akola, Berar.
Akyab, Burmah.
Alibag, Konkan, Bombay.
Aligarh, N.W. Prov.
Allahabad, N.W. Prov.
Almora, N.W. Prov.
Amraoti, Berar, Central Prov.
Amritsar, Punjab.
Anantapur, Madras.
Arrah, Behar.
Aurangabad, Berar, Cen. Prov.
Azamgarh, N.W. Prov.

Bagdad, Turkish-Arabia, Bombay.
Bahawalpur, Punjab.
Bahraich, Oudh.
Balaghat, Central Prov.
Balasore, Bengal.
Ballia, N.W. Prov.
Banda, N.W. Prov.
Bangalore, Mysore, Madras.
Bankipore, Behar.
Bankoora, Bengal.
Bara-Banki, Oudh.
Bareilly, N.W. Prov.
Baroda, Bombay.
Barrackpore, Bengal.
Basim, Berar, Central Prov.
Bassein, Burmah.
Basti, N.W. Prov.
Bauleah, Bengal.
Beerbhoom Bengal.
Belgaum, Bombay.
Bellary, Madras.
Benares, N.W. Prov.
Berhampore-Ganjam, Madras.
Berhampore-Moorshedabad, Bengal.
Betul, Central Prov.
Bhagalpur, Behar.
Bhandara, Central Prov.
Bhavnagar, Bombay.
Bhiwani, Punjab.
Bhuj, Bombay.
Bijapur, Bombay.
Bijnor, N.W. Prov.
Bilaspur, Central Prov.
Bogra, Bengal.
Bombay, Bombay.
Broach, Bombay.
Budaun, N.W. Prov.
Bulandshahr, N.W. Prov.
Buldana, Central Prov.
Burdwan, Bengal.
Burrisal, Bengal.
Bushire, Persian Gulf, Bombay.
Busrah, Persian Gulf, Bombay.

Calcutta, Bengal.
Calicut Madras.
Cannanore, Malabar, Madras.
Cawnpore, N.W. Prov.
Chanda, Central Prov.
Chhindwara, Central Prov.
Chittagong, Bengal.
Chittur, Madras.
Chooadangah, Bengal.
Chupra, Behar, Patna.
Chybassa, Bengal.
Coconada, Madras.
Cochin, Madras.
Coimbatore, Madras.
Cooch Behar, Bengal.
Cuddalore, Madras.
Cuddapah, Madras.
Cuttack, Bengal.
Cutwa, Bengal.

Dacca, Bengal.
Damoh, Central Prov.
Dapoli, Bombay.
Darjeeling, Bengal.
Dehra-Dun, N.W. Prov.
Delhi, Punjab.
Dera-Ghazi-Khan, Punjab.
Dera-Ismail-Khan, Punjab.
Dharmsala, Punjab.
Dharwar, Bombay.
Dhoraji, Bombay.
Dhubri, Assam.
Dhulia, Bombay.
Dibrugarh, Assam.
Dinagepore, Bengal.
Dumkah, Behar.
Durbhunga, Behar.

Edwardesabad, Punjab.
Ellichpur, Berar, Ellichpur.
Etah, N.W. Prov.
Etawah, N.W. Prov.

Fatehgarh, N.W. Prov.
Fatehpur, N.W. Prov.
Ferozepore, Punjab.
Furreedpore, Bengal.
Fyzabad, Oudh.
Gauhati, Assam.
Ghazipur, N.W. Prov.
Giridih, Bengal.
Goalundo, Bengal.
Golaghat, Assam.
Gonda, Oudh.
Gorakhpur, N.W. Prov.
Gujranwala, Punjab.
Gujrat, Punjab.
Gurdaspur, Punjab.
Gurgaon, Punjab.
Gwalior, Central India.
Gya, Behar.

Habiganj, Assam.
Hamirpur, N.W. Prov.
Hardoi, Oudh.
Hazaribagh, Bengal.
Henzada, Burmah.
Hissar, Punjab.
Hooghly, Bengal.
Hoshangabad, Central Prov.
Hoshiarpur, Punjab.
Howrah, Bengal.
Hyderabad-Deccan, Madras.
Hyderabad-Sind, South Afgh.

Indore, Central India.

Jacobabad, Sind, Afghanistan.
Jalpaiguri, Bengal.
Jaunpur, N.W. Prov.
Jessore, Bengal.
Jeypore, Rajputana.
Jhang, Punjab.
Jhansi, N.W. Prov.
Jhelum, Punjab.
Jhenidah, Jessore, Bengal.
Jorhat, Assam.
Jubbulpore, Central Prov.
Jullundur, Punjab.

Kaira, Bombay.
Kaladgi, Bombay.
Karachi, Sind, South Afgh.
Karari, Rajputana.
Karnal, Punjab.
Karwar, Bombay.
Khandwa, Central Prov.
Kheri, Oudh.
Khoolna, Bengal.
Kishnaghur, Bengal.
Kishorganj, Bengal.
Kohat, Punjab
Kola, Bengal.
Kolhapur, Bombay.
Kotah, Rajputana.
Kotri, Sind, South Afghanistan.

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HEAD POST OFFICES — *Continued.*

Kuchaman, Rajputana.
Kurnool, Madras.
Kyoukhpyoo, Burmah.

Lahore, Punjab.
Lalitpur, N.W. Prov.
Lucknow, Oudh.
Ludhiana, Punjab.

Madareepore, Bengal.
Madras, Madras.
Madura, Madras.
Maimensing, Bengal.
Mbinpuri, N.W. Prov.
Maldah, Bengal.
Manbhoom, Bengal.
Mandla, Central Prov.
Mvngalore, Madras.
Manickgunge, Bengal.
Maoobin, Burmah.
Masulipatam, Madras.
Meerut, N.W. Prov.
Mercara, Coorg, Madras.
Mergui, Burmah
Mhow, Central India.
Midnapore, Bengal.
Mirzapur, N.W. Prov.
Monghyr, Behar.
Montgomery, Punjab.
Mooltan, Punjab.
Moradabad, N.W. Prov.
Motiharee, Behar.
Moulmein, British Burmah.
Mozufferpore, Behar.
Munshiganj, Bengal.
Murree, Punjab.
Muscat, Mekran Coast, Bombay.
Mussooree, N.W. Prov.
Muttra, N.W. Prov.
Muzaffargarh, Punjab
Muzaffarnagar, N.W. Prov.

Nagpur, Central Prov.
Naini-Tal, N.W. Prov.
Narayanganj, Bengal.
Narsingpur, Central Prov.
Nasik, Bombay.
Nattore, Bengal.
Neemuch, Central India.
Negapatam, Madras.
Nellore, Madras.
Noakhali, Bengal.
Nowgong, Bundelkhand, C. India
Nowgong-Assam, Assam.
Nusseerabad, Rajputana.

Oodeypore, Rajputana.
Ootacamund, Madras.
Orai, N.W. Prov.

Pachmarhi, Central Prov.
Palamcottah, Madras.
Palamow, Bengal.
Palampur, Punjab.
Palghat, Malabar, Madras.
Partabgarh, Oudh.
Peshawar, Punjab.
Pilibhit, N.W. Prov.
Pondicherry, Madras.
Poona, Bombay.
Pooree, Bengal.
Port-Blair, Andaman Islands, British Burmah.
Prome, British Burmah.
Pubna, Bengal.
Purneah, Behar.

Quetta, Beloochistan, S. Afgh.

Rabkavi, Kaladgi, Bombay.
Rae-Bareli, Oudh.
Raipur, Central Prov.
Rajahmundry, Madras.
Rajkot, Bombay.
Ranaghat, Bengal.
Ranchee, Bengal.
Rangoon, British Burmah.
Ratnagiri, Bombay.
Rawalpindi, Punjab.
Rohtak, Punjab.
Roorkee, N.W. Prov.
Rungpur, Bengal.
Rutlam, Central India.

Saharanpur, N.W. Prov.
Salem, Madras.
Sambalpur, Central Prov.
Sandoway, Burmah.
Satara, Bombay.
Saugor, Central Prov.
Sehore, Bhopal, Central India.
Seoni-Chappara, Central Prov.
Serajganj, Bengal.
Serampore, Bengal.
Shahjahanpur, N.W. Prov.
Shahpur, Punjab.
Shikarpur, Sind, Afghanistan.
Shillong, Assam.
Sholapur, Bombay.
Shwegyeen, British Burmah.
Sialkot, Punjab.
Sibi, Beloochistan, South Afgh.
Sibsagar, Assam.
Sikar, Rajputana.
Silchar, Cachar, Assam.
Simla, Punjab.
Sirsa, Punjab.
Sitapur, Oudh.
Sukkur, Sind, S. Afghanistan.
Sultanpur, Oudh.
Surat, Bombay.
Sutna, Baghelkhand, C. India.
Sylhet, Assam.

Tangail, Bengal.
Tanjore, Madras.
Tavoy, Burmah.
Tellicherry, Madras.
Tezpur, Assam.
Thana, Bombay.
Tharrawaddy, British Burmah.
Thayet-Myo, Burmah.
Tipperah, Bengal.
Toungoo, Burmah.
Trichinopoly, Madras.
Trevandrum, Madras.
Tuticorin, Madras.

Umballa, Punjab.
Unao, Oudh.

Vellore, Madras.
Vengurla, Bombay.
Vizagapatam, Madras.

Wadhwan-Camp, Bombay.
Wardha, Central Prov.

Yeotmal, Central Prov.

Zanzibar, East Africa.

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Spelling of Indian names.—This is in a state of transition. Old names like Calcutta, Calicut, and Bombay are left untouched; but others are spelt in many official lists and papers according to rules laid down in Dr. Hunter's "Guide to the Orthography of Indian Proper Names," which are as follows:—

Short *a* (as in the second syllable of *tartan*), is expressed by *a*.
„ *u* (as in *but*), by *u*.
Long *a* (as in the first syllable of *tartan*), by *á*.
„ *a* (as in *day*), by *é*.
u or *oo* (as in *food*), by *ú*.
i (as in *fill*), by *i*.
i or *ee* (as in *police* or *meet*), by *ī*.
i (as in *ride*), by *ái*.
ow or *ou* (as in *crowd* or *cloud*), by *au*.
Nagar is always to be used at the end of a word, instead of *nagor*, *nagore*, or *nuggur*.
Pur, at the end, to be used instead of *pore*, *poor*.

Observe the way in which *t* and *h* are separated in such names as Panthays, Sonthals; which are pronounced Pant-hays, Sont-hals; not Pan-thays, Son-thals. *Ch* is soft, as in *Chancery*. *Ge*, *gi*, and *gy* are hard.

2. The rules for the Maps of the Great Trigonometrical Survey are nearly the same, viz.:—

"*a* has a variable sound, as in woman, rural, paltry. *á* as in tartan.
é, as in clique. *í*, as in ravine.
u, as in bull. *ú*, as in rural.
o, as in note.
e, as *a* in say.
au, as *ou* in cloud.
ai, as *i* in ride.
g, as in gong.
abad, is ábád; *bazar*, is bázár.

Shah, is sounded Shaw; Khan, is Kawn; Peishwa, is Payshwa; Delhi, is Dayly; Sheikh, is Shake; Dak is Dawk; Ghat is Ghawt;" and so on.

This system, which has always been used by the Asiatic and other learned Societies, is now sanctioned by the Supreme Government, and adopted, more or less, by the Bombay and Punjab Governments; as well as in public Acts, in the Postal Guides, and the Telegraph Department, and by several newspapers. One objection to it is, that the marks which long custom has prescribed for distinguishing accents are here confounded with the marks for long and short sounds; *á*, for example, is used instead of *ā*. This puzzles an ordinary English reader; and since the old and new ways will be found mixed up even in the same official report, in the directories, in the civil service and army lists, railway tables, &c., he must not complain if there is some want of uniformity in the present work.

PRESIDENCY OF BOMBAY.

Though the island of Bombay was nearly the earliest acquisition in India, having been ceded 1661, the Presidency to which it gives name was of little consequence till 1817–18, when the addition of the territories taken from the Peishwa, Scindia, and Holkar, placed it on an equal footing with those of Madras and Calcutta. Sinde was annexed 1843 on the non-regulation system; and in 1864 North Canara was transferred from Madras. It now makes a strip 900 miles long, from the further limit of Sinde to Mysore; comprising (1) Sinde, in the North, under a Commissioner; (2) the feudatory states of Kutch, Gujrat, and Kattywar in the middle; and (3) Bombay proper, in three Commissionerships and eighteen or nineteen Districts. Population (1872), 14 millions, over an area of 127,532 square miles. There are several good harbours on the coast of this Presidency, where Arabs, &c., are settled.

In 1879-80 the total receipts of the Presidency were 12¼ millions sterling, of which land revenue yielded 4 millions, and opium £3,141,300 on 42,330 chests, mostly from Indore. The yield of 1871-2 was about the same. In 1873 the land revenue was 3¾ millions. The foreign trade is worth 46 millions; with an increase from forests, but a decrease through exchange and a famine.

Total expenditure, 10 millions. Improved barracks are in progress at Colaba, Kirkee, Kurrachee,

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&c.; and harbour works at Kurrachee. The army numbers 22,580.

In the subordinate Civil Courts of the Presidency, the Judges' salaries have been greatly increased, with a view of raising the standard of the native bench. A salt duty is levied of 3rs. 8an. per maund, yielding 1½ million (1880).

As to *Cotton*, the yield was 1½ million bales; and the exports from Bombay were 1 million. Other shipping ports for it are Kurrachee and Carwar. About 4½ million acres were under cultivation—(1). In the north of Bombay proper, at Surat, Ahmedabad, and Kandeish. (2). In the south at Dharwar, Kulladghee, and Belgaum. Dharwar yields the "Coompta" cotton. The New Orleans kind is thoroughly acclimatised and is gradually extending. (3). In Sinde about 200,000 acres. The soil of Gujrat is not favourable to exotic cotton. In 1871-2, 565,000,000lbs., worth 14½ millions sterling, were shipped from the ports of this Presidency, including Sinde. In 1874, 4½ million acres were cultivated; in 1880, 3½ millions. Cotton mills are springing up; there are now 40 in and round Bombay, and a Factory Act is called for to regulate them. The goods find sale in Russia, China, and America.

For *Forest Service*, young men are to be prepared by a two years' training in the Forest Schools of France and Germany. The *Coal* beds in Kutch have been surveyed and described in a geological map by Mr. Wynne, 1869; good limestone is found at Kurrachee; iron in Dharwar. The Presidency on the whole is deficient in minerals. Kattywar and Guzerat were topographically surveyed 1868-9; and the northern parts of the Presidency have been filled up in the Grand Trigonometrical Survey.

With regard to literature, Dr. Bühler, a Sanskrit scholar, reported (1869) that Gujrat is exceedingly rich in Sanskrit libraries and books; and that with patience and care a good many valuable works may be obtained. He held a regular Sabha or assembly of learned Pundits at Balsar, with good results, astonishing them by his acquaintance with their Shastras and his ability to talk in their sacred language. He has prepared a catalogue, in which many Vedic MSS. and some rare books are brought to light. The languages taught in the public schools are Sindhi, Gujrathi, Marathi, Hindustani, Canarese, and Dravidian. Nearly eighty native newspapers are published in this Presidency. There were 4,040 Government Schools of all kinds (1874). In 1875, there were 4,330 schools, with 239,000 scholars; in 1880, 4,860 schools.

The following particulars are derived chiefly from the annual *Statements of the Progress and Condition of India* (Parl. paper); *Maps and Statistics relating to India* (Parl. paper, 1869); Thornton's *Gazetteer of India*; and Dr. Hunter's *Imperial Gazetteer*.—See also the *Bombay Gazetteer* (in progress); the *Indian Traveller's Guide*, published at the *Bombay Gazette* Office; and the *Official Catalogue of Maps of British Possessions in India*, by T. Saunders, Esq., of the India Office.

1.—COLLECTORATES, OR DISTRICTS

OF BOMBAY PRESIDENCY;

IN THREE COMMISSIONERSHIPS, NORTH, CENTRAL, AND SOUTH.

Ahmedabad (n.)
Ahmednuggur (c)
Belgaum (s.)
Bombay (n.)
Broach (n.)
Canara or Kanara (s.)
Candeish (n.)
Colaba or Kolaba (n.)
Dharwar (s.)
Kaira (n.)
Kaladji (s.)
Khandesh (c.)
Nassick (n.)
Panch Mahals (n.)
Poona (c.)
Ratnagiri (s.)
Sattara (c.)
Sholapore (c.)
Surat (n.)
Tanna (n.)

In *Sinde*.

Hydrabad.
Kurrachee or Karachi.
Shikarpore.
Tharr and Parkur

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2—These Collectorates are for the most part composed of the following Territories, acquired at the dates mentioned, by treaty, conquest, or default of heirs:—

DATE.	DISTRICTS.	FROM WHOM ACQUIRED.
1661	Bombay Island	Portuguese.
1756	Bankote, or Bancoot	The Peishwa.
1775	Salsette Island	Mahrattas.
1799	North Canara	Tippoo Sultaun.
1802	Districts in Bundelsund and Guzerat	The Peishwa.
1803	Ahmednuggur	Dowlat Rao Scindia.
1805	Districts in Guzerat	The Guicowar.
1817	Dharwar	The Peishwa.
1817	Ahmedabad Farm	Guicowar.
1818	Candeish (Khandeish)	Holkar.
1818	Ajmere	Dowlat Rao Scindia.
1818	Poonah, Concan, South Mahratta Country	Peishwa.
1820	Lands in South Concan	Rajah of Sawunt Warree.
1822	Districts in Bejapore and Ahmednuggur	The Nizam.
1843	Kolabah (Colaba)	Lapsed territory.
1843	Sinde	The Ameers.
1848	Sattara	Lapsed territory.

3.—NATIVE STATES, outside the Collectorates, but tributary to the Bombay Government and controlled through resident Political Agents—all on the west side of India:—

NAME.	LOCALITY.	SQUARE MILES.	POPULATION.	ANNUAL REVENUE.
Balasinore	Guzerat	258	19,090	
Bansda	Do.	325	19,000	£6,100
Baroda (Guicowar)	Do.	4,399	1,710,400	600,000
Cambay	Do.	350	175,000	350,000
Cutch (Kutch, Kach)	North of Guzerat	6,500	409,52)	150,000
Daung or Daug Rajahs (23 States)	Guzerat	950	70,300	
Dhurrumpore, or Dharanpur	Do.	225	15,000	9,000
Guzerat Petty States, viz.:—Chowrar, Phalunpore (the largest, 1850 square miles), Rhadunpore, &c.	Do.	4,580	240,800	
Jinjeera, or Rajpooree	South Concan	324	71,000	17,000
Jowar, or Jawar	(?)	300	8,000	2,500
Kattywar (186)	Guzerat	21,000	1,475,690	865,270
Khyrpore	Sinde	5,000	105,000	
Kolapore	South Mahratta Country	3,184	546,160	100,000
Myhee or Mahi Kanta (59)	Guzerat	4,000	311,050	51,400
Pahlunpore States (11)	North of Guzerat	6,041	321,650	64,090
Peint and Hursool	Near Ahmednuggur	750	55,500	
Rewa Kanta, viz.:—Balasinore, Chota Odeypore, Rajpeepla, &c. (61)	Guzerat	14,140	333,300	55,400
Sattara Jaghires, viz.: — Akulkote, Punt Prithee, Punt Sucheo, the Waekur, &c. (5).	Sattara	2,936	361,390	49,165
Sawunt Warree	South Concan	900	152,210	20,000
South Mahratta Jaghires (8), viz.:—The Bhawa, the Gurapuray of Moodhole, the Sangli, Sandhur, Nepaneekur, &c.	South Mahratta Country	3,700	410,470	15,000
Sucheen or Sachin	Guzerat	30	22,200	
Surat Agency (3)				
Wusranee (Bheel Chiefs)	Do.	450	33,300	

The above statistics are uncertain and out of date, but must be allowed to stand till the details of the Census of 1881 are made known. Bombay Presidency includes 366 Native States, large and small; area, 66,408 square miles; population, 6¾ millions. Of these, 323 are Guzerat or Gujarate States. Many of them are "under direct British management, in consequence of minority, or imbecility or misbehaviour of the Chiefs."

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The Political Agents at the following are under the Bombay Government:—Upper Sinde Frontier, Khelat, Persian Gulf, and Aden.

Add the Portuguese possessions lying within the limits of British territory, viz.:—(1). Goa, the seat of the Governor-General: area, 1,066 square miles; population, 313,000. (2). Damaun; area, 50 square miles. (3). Diu Island, at the south corner of Gujrat; population, 11,000.

4.—GAZETTEER OF PRINCIPAL PLACES IN BOMBAY PRESIDENCY.

(For Railway Stations, see Tables).

Aboo.—See Bengal Presidency.

Aden.—See Route 4.

Adjunta, Ajanta, or **Ajunta,** in the Nizam's dominions (Great Indian Peninsula Railway), 32 miles from Pachora, 55 miles north-east of Aurungabad: a pass, near the Taptee, remarkable for its *Buddhist Cave Temples*, twenty-seven in all, close to a waterfall. (See Fergusson's *Rock-Cut Temples of India*, and J. Burgess's *Handbook*.) Four are vaulted; the rest flat-roofed. One, called the Zodiac Cave, is 64 feet by 73 feet, on twelve pillars, with coloured figures. Travellers' bungalow at Fardapur. A-saye is 20 miles S.E.

Ahmedabad, in Gujrat: a collectorate, judgeship, military cantonment, and railway station (Bombay, Baroda, and Central India), 310 miles from Bombay, on the River Saburmuttee, in a timbered country. Population, 157,625. A church, barracks, college, and schools. It is a walled town, 6 miles round. Notice the beautiful Jumna Musjid, a mosque built by Ahmed Shah, the founder of the city, 1412; the mosque of Sujaat Khan, and the Ivory mosque; the Koharea Tank; and the Shah Bagh, a ruined palace of Shahjehan, with graceful palm windows. Good carving at Shet Huttesing's Temple. It came to the English in 1818. Cotton is largely grown in the district around. Annual horse shows are held here with great success. *Roads*—to Ahmednuggur, 47 miles; Cambay, 47 miles; Bhooj, across the Runn of Kutch, 210 miles; Deesa, by rail; Hydrabad, in Sinde, 382 miles; Mhow, 242 miles; Nusseerabad, by rail. An extension of the rail is open to Wudwan, Bhownuggur, Dhola, Dhoraji, &c. An extension from Ahmedabad runs through Pahlunpore and Rajpootana to Jeypore, Agra, and Delhi. The road from Ahmedabad follows the rail past Deesa, 94 miles; Aboo Post-office, 49 miles; Erinpoora, 57 miles; Palee, 46 miles; and Ajmere, 100 miles; or above 200 miles in all. To Siddhpur, 64 miles, an old seat of the Chalukya kings, on the River Saravasti.

Ahmednuggur, or **Ahmadnagar,** or "Nuggur," in the Deccan, 47 miles from Dhond, the nearest railway station: a collectorate, judgeship, and military post, on the Sena river, and a plain 1,900 feet above the sea, founded 1494, and taken by General Wellesley (Wellington), 1803. A monument stands at the Gate. Population, 37,945. Dhurmsalah for travellers, new cavalry barracks, high school, and American Mission House. Notice the prickly pear hedge, 20 feet high, round the town; the stone Fort, built by Scindia; the old Mohamedan palace of Fariha Bagh; and Salabat Khan's tomb, now a sanatarium. A fine point of view 8 miles south. Good hog hunting. *Roads*—to Asseergurh, 210 miles; to Kullodghee, 248 miles; Malligaum, 113 miles; Nagpore, 350 miles; Oomrawuttee, 254 miles; Poona, 74 miles; Sattara, 123 miles. Some are reached by rail.

Akola.—See Bengal Presidency.

Akote, a cotton district, in Khandeish, Central Provinces, 27 miles from Akola station, on Great Indian Peninsula Rail.

Argaum, a plain in the Nizam's Territory, 40 miles south-west of Ellichpoor, near the Taptee; where General Wellesley (Wellington) finally defeated Scindia and Munny Bappoo, 28th November, 1803. A medal was granted in 1851.

Assaye, or **Assye,** in the Nizam's Territory, 43 miles north-east of Aurungabad, 28 north of Jaulna, on the River Juah, towards the Kaitna; where Major-Gen. Wellesley (Wellington), with 4,500 men, defeated the forces of Scindia and the Nagpore Rajah, 50,000 strong, in a desperate battle, after a hard day's fight, 23rd September, 1803. Wellington lost one-third of his small army, and had two horses shot under him. The Mahratta armies included 30,000 cavalry and 10,500 infantry, under European officers. They were finally routed at the point of the bayonet. "If there was anything wrong at Assye" said Munro, "it was in giving battle; but in the conduct of the action everything was right." A medal was granted, 1851. The

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Duke said that he won this battle by noticing a few cottages clustered together on each bank of the river, though at a considerable distance apart; and he guessed there was some convenient ford between them, which he made use of. A plan of the battle is given in Colonel Taylor's *Manual of Indian History*.

Asseergurh, a garrison town and hill fort, 100 miles south-east of Mhow, built in the 14th century, and taken from the Mahrattas by Gen. Dovetou, 1819, for which a medal was granted, 1851. In 1857-59 it was held by some of the mutineers. *Roads*—to Baroda, 263 miles; Hoosingabad, 123 miles; Malligaum, 144 miles; Indore, 114 miles; Neemuch, 256 miles.

Aurungabad, the head-quarters of the Hyderabad Contingent in the Nizam's Territory, 68 miles north-east of Ahmednuggur. Nearest railway station, Nandgaum (Great Indian Peninsula Railway). Population, 60,000. A bungalow, new church, and cantonment, 1,900 feet above sea. It is a walled town, on the Doond, half in ruins, containing Aurungzebe's Palace, and the Mausoleum for his daughter, Rabia Durani, modelled after the Taj Mahal. Notice the water mill at Shah Musafir gardens. Robes of satin kinkobs are made here. The old Mahomedan province, or kingdom, took in Bombay and Poona. *Dowlatabad* is 9 miles; Ellora Caves are 17½ miles distant. To Mominabad Cavalry Depôt, 117 miles, or *viâ* Barsee on the rail.

Baroda, the Mahratta capital of Gujrat, belonging to the Guicowar (Gaekwar, or Gulkwar); seat of a British Resident and a Contingent Force; and a railway station (Bombay, Baroda, and Central India Railway), 247 miles from Bombay. Population, 101,820. It is an old town of wooden houses, founded by the Mahomedans, surrounded by a double wall and 44 towers—and contains the Gulkwar's palace, or Motee Bagh, and menagerie for his cheetahs and elephants; the presidency, and a citadel. The late Gulkwar had a diamond worth £80,000, bought on his marriage. Outside are the cantonment, the church, high school, a column dedicated to Williams, a former resident; an old Hindoo bridge of two rows of arches, one over the other; the Suliman Well and many other wells, tombs, mosques, &c., built by the first Moslem owners, among woods and groves. There was an English factory here as early as 1615. Here the sepoys were disarmed in the mutiny. The late Gaikwar, Mulhar Rao, was deposed 1875 (after a Report and Enquiry), for bad government, and for an attempt to poison the Resident, Colonel Phayre. He was succeeded by the eldest son of his predecessor, Rhundee Rao, who had Sir Madava Rao, K.C.S.I. (an experienced statesman), for minister. Gulkwar is a surname of disputed origin, commonly said to mean the "Herdsman." The language of the provinces is Gujrati, the common written language of the Parsees at Bombay. *Roads*—mostly deep bullock ruts; travellers invariably ride as the best way. To Bhooj in Kutch, 262 miles; Cambay, 42 miles; Mhow, 242 miles; Neemuch, 254 miles; Rajcote, 176 miles, partly by rail.

Bassein, 28 miles north of Bombay: a port on an island opposite Salsette, in a fine part of the Concan, and a ruined Portuguese city, with remains of eight churches. Population, 28,150. One of the tombs is that of Albuquerque, the Portuguese founder of Goa. Sugar is grown. There are distilleries here and at Oorun and Bhandoop. It was ceded by treaty made with the Peishwa, 1802, after its capture by General Goddard. Hotel at the Dhurrumsala; and another on the top of *Toongar Hill*, a fine point, 2,300 feet above the sea, 9½ miles from Bassein.

Beejapoor, or **Bijapur**, in the Sittara collectorate, 60 miles from Sholapore, G. I. P. Railway: the deserted capital of an independent kingdom, in the Deccan, founded before 1510, and taken by Aurungzebe, 1686. Population, 12,250. It looks a flourishing walled city, 6 miles in extent, but is really a collection of decayed mosques, serais, palaces, and empty houses, of which there were formerly 100,000, with a population of one million. Steps are now taken to preserve some of the relics here. The chief objects are the great square Mausoleums of Ibrahim and Mohammed Adil Shah, with their immense domes (one is 124 feet across); the Palace and citadel; the great mosque; a model of the Shrine at Mecca; and an enormous brass gun, weighing 40 tons, and 2ft. 8in. in calibre.

Belgaum, a collectorate, judgeship, fortified town, and district command, near the Ghauts, 42 miles north-west of Dharwar, on a plain 2,500 feet above the sea. Population, 32,700; of cantonment, 8,000. It has a fort, taken 1818; a Sirdars' College,

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for the sons of the Mahratta gentry; with an arsenal and barracks, church, high school. Cotton is grown in the district. *Roads*—to Bombay (*viâ* the Rhan Ghaut to Vingoria, 70 miles, thence by sea); Goa, 66 miles; Kulladghee, 94 miles; Kolapoor, 65 miles; Poona, 217 miles, by the trunk road; Viziadroog, over the Ghauts, 128 miles. At *Gokak* (population, 9,700), 36 miles distant, are the *Falls* on the Gutpurba river, which are 80 yards wide (¼ mile in July) and 60 yards down, in the midst of very picturesque scenery.

Bhooj, or **Booj**, a military post, and the capital of Cutch, in the centre of the island of Cutch, 210 miles from Ahmedabad (partly by railway). Population, 22,310. It is a fine looking place under a fortified hill, but was half ruined by an earthquake, 1819. Steamers to Bombay from Cutch Mandvee, the nearest port. *Roads*—to Deesa, 196 miles; Hyderabad, in Sinde, 196 miles, across the Runn. The sandy province of **Cutch**, *Catch*, *Kach*, or *Kutch*, giving name to the Island and Gulf, lies between Gujrat and Lower Sinde. It is under a Rajah, called Rao Pragmalgi, G.C.S.I., who has founded the Alfred High School at Mandvie, to commemorate the Duke of Edinburgh's visit, 1870; and has built himself a fine Palace. He is the head of the Jhareja Rajpoots, who settled here fifteenth century. They carry out a division of land, called the Bhyad or brotherhood, and practice infanticide; for which the district was proclaimed, 1874. In the Gulf are two ports, *Poshetra* and *Sureya*. The natives are good seamen, and trade with Africa in cotton, alum, wool, &c.

Bhore Ghaut.—See **Ghaut.**

Bhosawul, a magistrate's court, and station on Great Indian Peninsular Railway, 276 miles from Bombay, in Berar, where the Nagpore line joins. Hotel and Church.

Bhownuggur, in Guzerat, a station on Bombay and Baroda Railway, 494 miles from Bombay; best reached by mail boat across Cambay Gulf to Gogo.

Bombay, seat of government, a collectorate, &c. —See page 66.

Broach, or **Baroach**, in Gujrat: a collectorate, on the Nerbudda, near the Gulf of Cambay, and a railway station on Bombay and Baroda Rail, 203 miles from Bombay. The viaduct over the river is nearly a mile long. Population, 37,285, including many Parsees. Much cotton is grown and shipped here; but bad roads and the want of tanks are drawbacks. Here are a church, high school, Parsee hospital for sick animals, the Silver Mosque, and tomb of Gen. Wedderburn, who fell at the capture of the town, 1783. The famous *Banyan Tree*, whose branches make a circle of 600 yards, or one-third of a mile, is 12 miles up the river; the Ratanpur Cornelian mines are 15 miles beyond.

Bulsar, or **Balsar**, a station and sanatarium in Surat District, on Baroda Rail. Population, 11,800.

Bushire, a port and telegraph station on the Persian Gulf.—See Route 20.

Callian, a station and small port on Great Indian Peninsula Rail, 34 miles from Bombay, where the branches part off.

Cambay, or **Kambay**, on the Gulf of Cambay, 42 miles west of Baroda, 47 miles from Ahmedabad, *viâ* Khaira, 104 miles from Surat: an old decayed seat of a Nawab, on the River Myhee, in the plain of Gujrat, formerly an important factory for the English, Dutch, and Portuguese. Population, 36,010. About 10,000 houses are empty. Here is a new town, walled in with ten gates, containing the Nawab's palace and arsenal; and adjacent to it is the ancient Hindoo city of *Kambayet*, the principal seat of Jain learning, with several of their temples, some converted into mosques by the Mahomedans. Cornelians, agates, onyxes, and other stones are plentiful here. Tiger and leopard hunting.

Canara.—See **North Canara.**

Candeish.—See **Khandesh.**

Carlee.—See **Karlee.**

Carwar, Carvar, or **Karwar**, in North Canara, on the Malabar coast, 50 miles south of Goa: a growing cotton port, from which a rail up the Ghauts is projected to Hoblee. Population, 38,600. A church here; and a natural breakwater of rocks. Rains, June to October.

Colaba, or **Kolabah**, a collectorate, cantonment, and sanatarium, on the sea, in the Concan, about 25 miles south of Bombay: so called from an island in front of it, which was fortified by the Mahratta pirate, Angria, who successfully resisted an expedition sent against him, 1772. He had a palace. His family died out 1841, when the territory lapsed to government. A church here.

Concan, Konkan, or **Konkun, North** and **South,** a rainy volcanic strip of land, north and south of Bombay, between the sea and the Ghauts, 300 miles long, 25 to 50 broad. Bombay is in the North Concan; Rhutnagherry and Viziadroog are in the South Concan, extending nearly to Goa. It was taken from the Peishwa, 1818. Jews of very old descent are found here.

Coompta.—See **Dharwar.**

Corygaum, or **Korigaon,** 16 miles north-east of Poona, on the Beemah, where a little detachment of infantry, artillery, and horse, under Capt. Staunton and eight officers, defeated the forces of the Peishwa, 1st January, 1818; estimated at 20,000 horse and 3,000 Arab foot. The battle lasted from noon till 9 p.m., when only three officers remained unhurt (one being the Asst. Surgeon); and a captured gun was recovered in a sally headed by Lieutenant Pattinson, though he was mortally wounded at the time. The Peishwa, hearing of Gen. Smith's approach, retired at nightfall; and Staunton set off for *Seroor*, which he entered the next morning, with both his guns and all his wounded, drums beating and colours flying. He was awarded a grant of £500 a year by the East India Company. A monument stands on the field.

Cutch, or **Kach,** a Political Agency.—See **Bhooj.**

Dapoolee, near the Western Ghauts, 46 miles from Mahabaleshwur, 104 miles from Sattara, and 171 from the port of Vingorla.

Deccan, a general name for "South" India (*dakshina*, south), *i.e.*, south of the Nerbudda, down to Cape Comorin; as distinguished from Hindoostan proper, north of the Nerbudda; but sometimes restricted to the table-land between the Nerbudda and the Kistna; and sometimes only to the corner of the Peninsula south of Coimbatoor. In its large meaning it takes in Nagpore, the Nizam's dominions, Mysore, &c., and the territories now contained in the Presidencies of Bombay and Madras. Its black soil is good for cotton. The Bhore Ghaut, through which the rail now runs, was the key to the Deccan on the Bombay side. *Beeder*, a noble old fortress on a table-land 2,500 feet above sea, was the capital of the Bahmuny kings.

Deesa, or **Disa,** in the Pahlunpore division of the Guicowar's dominions: a brigade command and cantonment on the River Bunnass, 94 miles from Pahlunpore, the nearest station (Rajpootana rail). Here is the Nawab's palace, with cantonments, and a church. Lion, tiger, and leopard shooting, and pig hunting. *Roads*—to the sanatarium on *Mount Aboo*, 50 miles; Joudpore, 180 miles; Mhow (part by rail), 309 miles; Neemuch, 265 miles; Unja Temple, 25 miles; Mudhera (another temple called Sita's Chaura), 49 miles; Siddhpur, or Sidpoor, the old seat of the Chalukya kings of Gujrat, 65 miles.

Deewa, a station on Great Indian Peninsula Rail, near the Oomra Viaduct.

Deolalee, a station on Great Indian Peninsula Rail, 8 miles from Nagpore, and a sanatarium, with a depôt, church, and barracks. Population, 6,400.

Dharwar, a collectorate, judgeship, and military post, and the centre of a cotton district, 223 miles from Poona, 111 miles from Goa, 124 miles from Vingorla, by sea. It has a native built wall, and was annexed 1818. Here are a model farm, church, government schools for Mahrattas and Canarese, besides schools established by the natives themselves; and several Cave Temples and cotton plantations in the neighbourhood. Population, 27,200. The cotton is a good short staple, equal to Middling Uplands; its cultivation and sale are increasing. It is usually called "Coompta Cotton," and is exported through the port of Carwar. New Orleans have been successfully acclimatised here. Sugar and betel nut are also raised. About 70 miles north-east is Badami (taken by Sir T. Munro, 1818), and its Cave Temples. It includes the native Mahomedan state of **Savanur.** *Roads*—to Kulladghee, 76 miles; *Koomta*, or *Coompta* (population, 10,300), 109 miles.

Dhollera, a seat of cotton growing in Ahmedabad district, about 80 miles from that town. Population, 12,500.

Dhoolia.—See **Khandesh.**

Dhurrungaum, a camp and a native state in Candeish, 182 miles from Ahmednuggur.

Dowlatabad, a military post, in the Nizam's dominions, 10 miles north-west of Aurungabad, founded by the Emperor Mohammed, or Toghluk, 1338, as a rival to Delhi. The strong conical *Fort*,

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120ft. high, stands on a steep scarped granite rock, 650ft. above the plain, and 5,000 yards round. Within is a succession of eight or nine walls, one over the other, to the top, a fine point of view, only 20ft. square. A minaret near it is 100ft. high.

Edur, or **Edar.**—See **Mahi Kanta.**

Egutpoora, or **Igatpuri**, a station on Great Indian Peninsula Rail, at the top of Thull Ghat. Refreshment rooms, dak bungalow, churches, locomotive works, and shooting.

Elephanta, 6 miles east of Bombay: an island, so called from a stone elephant, 13ft. long, now gone, fronting three *Cave Temples*, the largest about 130ft. square, containing figures of Siva, and objects of Brahminical and Buddhist worship.

Ellora, in the Nizam's Territory, 13 miles from Aurungabad (nearest station, Nandgaum, on Great Ind. Pen. Rail, 44 miles), noted for its thirty *Cave Temples*, on a hill; ten of which are Buddhist, fourteen Brahminical, and six of Jain origin. The finest is the Keylas or Paradise Cave, 138ft. by 88ft., with fresco paintings. At *Roza*, 1 mile, a Mahomedan tomb has been converted into a travellers' bungalow.

Erinpoora.—See Bengal Presidency.

Fao, a telegraph station, on the Persian Gulf line.

Gerseppa, or **Gairsoppa, Falls**, near the Malabar Coast, 37 miles from Honawar, which is 340 miles south of Bombay, by water, in North Canara. There are four falls on the river Kural, the highest of which is 900 feet, with a width of 600 feet, exceeding any thing in Europe. By steamer from Bombay to Carwar; thence by private conveyance up the country to Coompta, 42 miles; Honanwur, or Honore, 12 miles; Gairsoppa, 18 miles; the Falls, 18 miles further. The best time is towards the end of October, after the rains.

Ghaut, or **Ghat**, a pass in the mountains; and a name given to the mountains themselves; as the *Western Ghauts*, down the Bombay side of the Peninsula. It means a *gate*, or *step*, and hence the ghauts or landing-places at Calcutta, Benares, &c. The *Western Ghauts* are 7,000ft. high at Benasson Hill, in Coorg, near Cape Comorin; the *Eastern Ghauts*, on the Madras side, are only 1,500ft. high; the Sautpoora Hills, across India, near the Nerbudda, form the *Northern Ghauts*. The *Bhore Ghat*, 40 miles from Bombay, on the Poona road, is a pass about 2,100ft. high, which the road crosses by a series of zigzags; and the Great Indian Peninsula Rail, by means of an incline, 16 miles long, rising 1 in 32, carried through twelve tunnels, and over eight viaducts. Four brakes are used to each train, with a sand-pipe constantly running under the wheels. There are cat-sidings to run into, if the train gets the least out of control. It cost £41,600 a mile, and was made 1852-63, 30,000 men being employed. The *Thul Ghat* is a similar one, on the line towards Calcutta, 9 miles long, from Kussara to Egutpoora, at the top, which is 1,900ft. above the sea. It passes twelve tunnels and six viaducts, and was finished 1863. The zigzag road is 8½ miles long. In the Western Ghauts is a hardworking race of Coulies, or Coolies, who flock to Bombay, &c., and from whom the name Coolie, for a labourer, is derived.

Ghirri Bande, a sea-side sanatarium.

Girnar, in Gujrat, 75 miles south-west of Baroda, 1 mile from Junargarh; with extensive rock-cut remains of 14 Edicts of King Asoka, grandson of Chandragupta.

Goa, the seat of the Governor-General of the Portuguese possessions in India, 250 miles from Bombay by sea; 68 miles from Belgaum inland, *viâ* the Ram Ghaut. Population, 9,500, of New Goa, or Panjim, standing on an island, near the sea; while the deserted city of *Old Goa*, founded by Albuquerque, 1510, is 3 miles further up the harbour, near the Hindoo town which preceded it. At Panjim are the Governor's Palace (portraits of Albuquerque) and Archbishop's Palace and Church, Custom House, Jesuit Seminary, and other large buildings; but everything is stagnant and decaying. The people consist of half-castes and Hindoos. Old Goa, which formerly contained 80 churches, is a vast ruin, which, "like other cities of the dead, should be visited by moonlight," says Burton, in his *Goa and the Blue Mountains*. The Portuguese territory around contains 1,066 square miles, and a population of 313,000, mostly Roman Catholics. At Buchanan's visit there were 200 churches and 2,000 priests in all. There is a road to Dharwar, over a Ghaut, 2,477ft. high. It has joined the India Customs System. A rail is to go to Belgaum.

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Gogo, or Gogah, in Gujrat, on the west side of the Gulf of Cambay, opposite Broach, 108 miles from Rajcote, near Dhola Junction, by rail. Daily mail-boat to Surat. Roads to Palitana and the Jain Temple on Mount Shatrunjaya (1,977 feet above the sea), 47 miles; to Somnath Pattan (see below), on the coast, 149 miles (mostly by rail); to Joonaghur, or Junagarh, and the temples on Mount Girnar, 117 miles.—See **Kattywar.**

Gokak.—See **Belgaum.**

Gorpoorie, with a church.

Guzerat, or **Gujrat.**—See **Baroda.**

Gwadur, a telegraph station on the Persian Gulf line, on the Beloochistan frontier.

Henjam, a telegraph station on the Persian Gulf line.

Hingunghat, in Berar. Population, 8,400.—See **Wurdhah** and **Nagpore.**

Honawar, or **Honore.**—See **North Canara.**

Hooblee, or **Hubli,** a cotton district, near Dharwar. Population, 36,680.

Hyderabad, in the Deccan.—See **Madras** Presidency.

Hydrabad, Hyderabad, Haiderabad, or **"Hythrabad,"** the old capital of Sinde, and a collectorate, judgeship, and military post, on an island, 4 miles from the Indus, and from Kotree station, which is 105 miles from Kurrachee, by the Sindé Rail, 507 miles from Mooltan. A ferry-boat runs between Kotree and Giddoo-ka-Tanda, in the city. Population, 48,155, including Cantonment. This old seat of the late Ameers of Sinde is on a limestone hill, about 80 feet above the hot and dusty plain. It consists of mud houses, and has a citadel three-quarters of a mile round, containing the Palaces of the Ameers (or *Emirs*) and their Treasure house, and the Temple of Shah Makkai, near an old cemetery. Here they were finally defeated by Sir Charles Napier, 1843, in the battle of *Dubba*, or Hyderabad. A new church at the camp, 8 miles from the city, with a high school. At *Kotree* is the depôt for the Indus Flotilla, with building slips and workshops, and a Floating Dock, brought out from England.—See *Burton's Sinde, or the Unhappy Valley.*

About 60 miles down the eastern branch of the Indus is **Tatta** (population, 8,000), 50 miles from the sea, the *Pattala* of Alexander the Great, who had his dockyard here, and marched hence across the desert on his return to Persepolis, 325 B.C. Marble porphry seen. Old coins and buildings are found at Kulancote.

Igatpuri.—See **Egutpoora.**

Indor.—See **Indore,** in **Bengal** Presidency.

Jacobabad, or Jacob's Town: a military post on the Upper Frontier of Sind, a station on Kandahar Rail, 225 miles from Kelat, or Khelat; founded by General Jacobs, of the Sinde Horse, who died here December, 1858. Head-quarters of the Sinde Horse; with rifle barracks. Population, 11,000.

Jask, a telegraph station on the Persian Gulf.

Jingira, Jangira, or **Jungeera,** a native Mahometan State, in the South Concan.

Joonaghur, or **Junagarh.**—See **Kattywar.**

Jooneer, or **Junar,** in the Deccan, 56 miles north of Poona: a walled town on the River Kookree, with some good Cave Temples of early date. Population, 10,960. About 8 miles west of this is the fine hill-fort of *Harichandragurh*, on a peak of the Western Ghauts, 3,000ft. above the North Concan, which spreads out like a map below.

Jubbulpore.—See **Bengal** Presidency.

Julgaum, Jalgaon, or **Jalgaum,** a seat of cotton growing, and of cotton factories, in Khandesh. Population, 12,000.

Kaira, in East Gujrat: a collectorate and military post, near Neriad (Bombay and Baroda Rail), on the Rivers Seree and Watruk, 20 miles south of Ahmedabad, about 300 miles from Bombay. Population, 11,840. It is a walled town, annexed 1803, containing a courthouse, a Jain temple, a church and schools; with a cantonment, orchards, and thickets of wild figs, outside.

Kanheri, or **Keneri, Caves,** near Bhandoop, on Great Indian Peninsula Rail; a series, of Bhuddist excavations (about 100 in all) on a hill overlooking Salsette Island, the Vehar waterworks, and Bombay. The largest cave is 89 feet by 39 feet.

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Karlee, Karli, 8 miles from Khandalla station (Great Indian Peninsula Rail), at the top of Bhore Ghat, noted for its *Cave Temple*, the largest and best in India, cut in the face of a cliff, and said to date from about A.D. 80. It is 126 feet by 45 feet, on 41 pillars, with good carvings of elephants, bulls, and human figures, and would, says Heber, "make a noble temple for any religion." The bungalow at Karlee is a fine point of view. Lanowlee is the nearest station for these caves, as also for the older Caves of Badja and Bedsa, 5 miles and 9 miles from Carlee.

Kattywar, Kattewar, Kathiawar, or **Katiwar,** a collection of 186 small Rajpoot states in the peninsular part of Gujrat, under a Political Agent, resident at Rajcote. The most important are Nawab of Junagarh, K.C.S.I.; the Jam of Naunagarh, along the Gulf of Kach; Thakur of Bhaunagarh; and the Raj Sahib of Drangadra. There are nine chiefs of the second class. Alfred High School and Town Hall, at **Joonaghur,** built by the Nawab. Another name for this peninsula is **Kathiawed.** It contains several relics of antiquity, among which are remains of temples at Shatrunjaya, near Palitana, described by Mr. Burgess, editor of *The Indian Antiquary*; a rock inscription, 20 feet high, at Jungadh, left by Rajah Priyadarsi, about 258 B.C.; and the famous ruined temple of *Somnauth*, destroyed by Mahmoud of Ghizni, the Idol-Breaker. The Gir range is one of the very few localities where *lions* are still found, camel-coloured, and some 8ft. 10in. long from the nose to the tip of the tail. There are only about fifty in the country.

Khandesh, Khandeish, or **Candeish,** a collectorate and judgeship, in a territory ceded by Holkar in 1818, and the home of the Bhils, a troublesome mountain tribe, who were first civilised and formed in a police corps by Outram in 1828. This and the Gujrat corps are still maintained by the Bombay Government. Here Major Probyn shot 400 tigers. A detachment of Poona Horse is stationed here. Much cotton grown here, round **Dhoolia,** which is best reached *viâ* Chalisgaum on the Great Indian Peninsula line; and has a church, high school, and jail; government offices and treasury; court house, cantonment, with shops and travellers' bungalow; Government farm and American school.

Khandgaum, or **Khangaum,** a cotton market, railway station on Great Indian Peninsula Rail (open only in the cotton season), and assistant-commissionership, in Berar; having a court-house, travellers' bungalow, several cotton presses, and a branch bank. It may be reached *viâ* Neemgaon and Sheagaon.

Khundwa, or **Khandwa,** in Central Provinces, Bengal Presidency: head-quarters of Nimar district, and a station on Great Indian Peninsula Rail, 77 miles north-east of Bhosawul Junction, 352 miles from Bombay, where the Indore State Rail (Holkar's) joins. Refreshment rooms. From the termination of Holkar's Line (of which above 35 miles are completed), the mail cart runs past Mhow, Indore, Neemuch, to Agra (470 miles), or *viâ* Beorah, Sepree, and Gwalior (420 miles), travelling 7 to 8 miles an hour. Government bullock trains also run.

Khyrpore, or **Khairpur,** in Sind, a native state belonging to Meer Ali Moorad Khan, and the only one that was not annexed, 1844.

Kirkee, a cantonment in the Deccan, and railway station (Great Eastern Peninsula Rail), 4 miles from Poona. Here are horse artillery barracks, with the head-quarters of the Bombay Sappers, and gun-carriage and ammunition factories.

Kistna.—See Madras Presidency.

Kolaba.—See Colaba.

Kolapore, Kalapore, Kolhapoor, Kolhapur, or **Colapore,** a collectorate and military post in the Deccan, in a fine spot under the Ghauts, 70 miles south of Sattara, near the Kistna, annexed 1848. Its Rajah Sevajee is regarded as the head of the younger branch of the Mahratta house of Sivajee. A former Rajah, a promising young man, who had received an English training under Capt. West, died at Florence December, 1870. It lies in a valley, surrounded by hill forts, one of them being 3½ miles in circuit, and has the Rajah Ram high school. Pannhala Mountain and Caves, Joliba's Hill and its Temple, are within a short distance. *Roads*—to Beejapoor, 106 miles; Sholapoor, 142 miles; Viziadroog, over the Ghauts, 82 miles.

Konkan.—See Concan.

Kotree, in Sinde, a station on the Indus Rail. Population, 8,000.—See Hydrabad.

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Kullodghee, Kuladghee, Kaladji, or **Kullogee,** a collectorate, judgeship, and military post, 71 miles east-north-east of Belgaum; formerly a detached part of the Belgaum district. Cotton is grown.

Kunkur, in the Nizam's Territory; a good place for grapes and other fruit, and for hunting, near Outram Ghaut, 20 miles from Chalisgaum, on Great Indian Peninsula Rail.

Kurrachee, Karachi, in Sinde: seat of the Chief Commissioner, a collectorate, judgeship, naval and military post, commercial port, and station on Sinde Rail, 820 miles from Lahore by Indus Valley line, in the Indian Ocean, near the delta of the Indus, 800 sea miles north-west of Bombay, 3,500 miles from Suez, 235 miles by land from Bhooj, in Gujrat. Telegraph cable and wire by Red Sea and by land to England and all parts of India. The town is 3 miles from the port; its municipality spends £22,000 a year. Sind Club and Indus Valley Hotels; bungalow. Newspapers, boats, and conveyances are plentiful. Fortnightly steamers to Bombay, &c. Pop. 73,560, including Cantonment. Kurrachee, or "Crotchee," is a new place, acquired 1839, about 15 miles west of the most westerly branch of the Indus; and, being the only seaport for Sinde and the Punjab, is of great value; though much of the trade has been diverted to Bombay since the railways and Suez Canal were opened. In 1871-2 the imports and exports were 4 millions. About 570 vessels entered and cleared. In 1873-4, exports and imports were 4½ millions. The anchorage is exposed; but harbour works, docks, and other improvements are in progress, including a great Breakwater, finished February, 1873; and the place is steadily growing. The bar has been cleared away, and the depth of water is so much increased, that ships of large tonnage can enter; there is no good harbour within 500 miles of it; it is out of the track of cyclones; and almost clear of the monsoons. Large sharks have been seen. Hot and dry weather, March to Oct.

The lighthouse is in *Fort Manora*, which Sir J. Keane took 1839, on landing from H.M.S. Wellesley. Piles of oyster shells line the beach, the remains of extinct fisheries. The native town consists of mud houses and cottages, stands on a plain of hot yellow sand, and is visited by a dust storm every day; but though hot, it is healthy. At the English town outside are stone houses and macadamized roads; with cantonments, a church, chapels, club, theatres, high school, government gardens, and Frere Hall, in the Moorish style. Some leading officials live at Clifton or Ghisree Bunder. The Alligator Tank, 8 miles off, is worth a visit. *Hinglaj*, about 100 miles distant, is a Hindoo place of pilgrimage. Mohuncote, near the Indus, 90 miles, is a great fort of cut stone, 15 miles round. The District includes Thur and Parkur in the desert, bordering on the Runn. A land telegraph wire runs to the Persian Gulf, through Beloochistan. Distances (British India Company)—To Muscat, 450 miles; Bunder Abbas, 250 miles; Linga, 105 miles; Bushire, 315 miles. To Bombay, 500 miles; Goa, 220 miles.

Kutch.—See **Bhooj.**

Mahabuleshwar, Mahábaleswar, or Mahableshwur, an assistant collectorate under Sattara, and a sanatarium for Bombay, on a table land, on the Western Ghauts, 4,700 feet high, 25 miles from the sea, 70 miles south-east of Bombay, near the head of the holy Kistna. Founded by Sir John Malcolm, 1828, and can be easily reached by good roads in all directions; also by steamer to Bancoot and up the Sawitree to Dasgaum (5 miles from Mhar), thence by road 46 miles (not open June to August); but the best route now is by rail to Poona, thence by the new road, 75 miles, driving the whole way, past Soorool and Punchgunny. Here are bungalows and quarters for invalids, a church, bazaar, hotel, and other conveniences. Living is moderate; good mutton (like Dartmoor) and beef, good potatoes, vegetables, and fruit. From November to February the air is bracing, with slight frosts. The chief drawbacks are the fine red dust in the spring, and 230 inches of rain in the monsoon months, from June to October; yet the beautiful country is entirely free from malaria and swamp. *Walks and drives* to Bombay Point, Sidney Point, Elphinstone Point, &c., where there are grand prospects of the magnificent scenery around. More distant are Pertahghur Fort, the Hindoo Temples at the source of the Kistna, and the Wai Valley, to the great Banyan tree spreading over nearly 4 acres. This sanatarium can be reached by three ghauts—1st,

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Tal Ghaut, by way of *Wai* (population, 10,100); 2nd, Par Ghaut, coming from Bombay; and 3rd, the Kurulshi Ghaut, from Sattara. Malcolm Peth, or Nehar, is a village founded by the late Rajah of Sattara in honour of Sir John Malcolm. At Ligmulla is an unsuccessful plantation of chinchona bark.

Mahi Kanta, or Myhee Caunta, a Political Agency, in Gujrat, round *Edar*, which is 35 miles from Ahmednuggur, in a rugged country. Edar has an old palace of the Rajahs, in a hill fort.

Malligaum (Maligam), the chief town of the collectorate of Candeish, and a military post, 154 miles from Bombay by the trunk road to Agra, 24 miles from Munmad, the nearest station (Great Indian Peninsula rail). A cantonment, 1,430 feet above sea, with church, bazaar, and large native fort. *Candeish*, or Chandesh, is a fertile district, between the Nerbudda and Taptee, taken from the Peishwa, 1818. Cotton is grown. The population are Bheels and Mahrattas. The trade is in the hands of the Brinjaras, or grain merchants, half gipsies, who own immense herds of bullocks, and keep a strong fierce breed of dogs. **Munmad** is at the junction of the chord line, in a healthy spot. Old Fort.

Matheran, a sanatarium, and assistant collectorate, under Tanna, about 55 miles from Bombay, with pure air and beautiful cliff scenery, near the Bhor Ghat, 8 miles from Neral station, on the Great Indian Peninsula Rail, where conveyances are got. Alexandra and other Hotels, the superintendent's house, bazaar, bungalows, but no shops, only a weekly market. Fine views of the Ghats, Bombay, &c., at Garbat and Panorama Points; also at Porcupine, Hart, and Alexandra Points. The fine Rambagh grove is near the last. Parbul, the highest peak, is 2,250 feet above sea. Seasons, from 1st March to 15th June; and 1st October to 31st December.

Meeanee, in Sinde, 6 miles north of Hyderabad, on the Fulailee branch of the Indus; where Sir C. Napier, with 1,800 men, defeated the Ameers of Sinde, at the head of 30,000, 17th February, 1843. A memorial pillar marks the spot.

Mehidpore.—See Bengal Presidency.

Mhow, or Mau.—A station on Holkar's Rail. See Bengal Py. About 20 miles south, near Mheysir, are the *Falls of Sansadarah*, on the Nerbudda; and higher up, towards Hindia, are the *Deyri Falls*, near Unkar Mandatta Island, where there is a temple and place of pilgrimage. *Roads*—to Khunwah (on the Great Indian Peninsula Rail), Hoosingabad, 148 miles; Kamptee, 296 miles; Gwalior, 306 miles; Kalpee, 498 miles.

Moortizapoor, or **Murtisapur,** on the Nagpore branch of Great Indian Peninsula Rail.

Mount Aboo.—See **Aboo,** Bengal Presidency.

Musseerabad, a railway station in Candeish (Great Indian Peninsula Rail); 267 miles from Bombay, 8 miles from the Bhosawul Junction, on the Taptee.

Nagpore.—See Bengal Presidency.

Nassick (Nasik), a collectorate (formerly part of Ahmednuggur) and judgeship, 6 miles from Nassick Road station on the Gt. E. Pen. Rail, 116 miles from Bombay; and a very ancient and holy town, among fine hills, in a healthy spot, near the source of the sacred Godavery. Population, 27,070, two-fifths being Brahmins. High School here. It is said to have been the first seat of the founder of Buddhism, about 1000 B.C., and has in and near it several Buddhist caves and Hindoo temples; as at the Bed of Rama, Gungapore, Pandu Lena, Chumder-Lena, and Trimbuk 10 to 20 miles distant. The *Nassick Diamond*, belonging to the Duke of Westminster, was found, in the Peishwa's baggage in the Mahratta war. At Sharunpore is the Nassick Orphanage, where Livingstone's Nassick Boys were educated. *Deolalee Camp* is 8 miles. About 40 miles north-east are the eight *Cave Temples* of Unkye-Tunkye, or Ankai Tankai, under a hill fort.

Neemuch, in Central India, a cantonment in the Bombay command, and station on Holkar's Rail, 241 miles from Khundwa. — See Bengal Presidency.

Nizam's Territory.—See **Hyderabad,** in Madras Presidency.

North Canara, on the Malabar coast: a collectorate (transferred 1858) and judgeship, at the south corner of the Presidency, adjoining South

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Canara, in the Presidency of Madras. It includes several places along the coast, as *Carwar*, or *Karwar*, a harbour for the cotton of Dharwar and Belgaum; *Honare*, or *Honawar* (population 5,000), the sudder town, and the best point for Gersoppa Falls, 37 miles up the river; and *Bednore*, to which there is a way over the Ghauts, 78 miles from Dharwar.

Nursingpore.—See Bengal Presidency.

Nusseerabad, in Rajpootana, 328 miles from Ahmedabad, 14 miles from Ajmere, a station on Rajpootana State Rail.

Oomrawuttee, or **Amravati.**—See Bengal Presidency.

Palanpur, Pahlunpore, a political Superintendency, and a native state, in Gujrat, on the Gulf of Kutch, belonging to the Nawab and Dewan, Zorawur Khan.—See **Deesa**, in Bombay Presidency.

Persian Gulf, the name of a Residency, taking in Bushire and Muscat.

Poona, or **Puna**, a collectorate, judgeship, divisional command, and the old capital of the Peishwa's dominions in the Deccan, and a station on the Great Indian Peninsula Rail, 119 miles from Bombay. Poona division includes Sattara, Ahmednuggur, Tanna, Colaba, Nassick, and Kandeish. It stands on the River Moota, in a healthy spot, on a wide, open plain, 1,850 feet above sea, cool in the rains, near the Ghauts, which are 1,000 feet higher; and has (at the camp) 4 hotels, bank, race-stand, barracks, St. Paul's Church, St. Andrew's Scotch Church (under a Senior Chaplain), chapels, law courts, good paved streets, and plenty of well supplied shops in the town. Population, 129,755. Its municipality spends £40,000 a year. The Peishwa, who reigned here till 1818 as head of the Mahratta power, was formerly prime minister (as the name signifies) to his master at Sattara, but afterwards became independent. He had houses in each of the seven quarters of the town, called Monday's palace, Tuesday's palace, &c. The Boodwan Palace in Wednesday's quarter, partly burnt 1879, is now a government school, for teaching Sanscrit, English, &c., to natives and English. The chief Palace in the bazaar is a prison and hospital. Here also are a Civil Engineering College for the Public Works department, built 1868; the Deccan College; Poona High School; a Training college; the Sassoon Hospital, a handsome Gothic pile; the palace of Nana Farnawees, formerly minister to the Peishwa; and the house (Nowasree Castle) of Sir J. Jejeebhoy, Bart., near a Parsee temple, and the water works made by him. The notorious Nana Sahib, the adopted heir of the last Peishwa, and Tantia Topee, who was hanged 1857, were both natives of Poona. Trap soil, with black, red, and grey sand. About 300 inches of rain in the Ghauts.

In the neighbourhood are Government House, at Gunesh Khind; Government Gardens, near the Bund; large cantonments, and the Government stud; the Temple of Parbuttee, or Parvati, in the Diamond Garden, on a hill near the tank; Sungum, at the meeting of the Rivers Moota and Moola, where widows used to perform suttee, with a cave temple near it; Ketnah Baug, a country seat of the Peishwa's, where silkworms are reared; Kirkee cantonment; and *Singhur*, a picturesque fort (now a sanatarium) of the Peishwa's, high up on the Ghauts, 14 miles from Poona. Before the jungle was cleared, Poona was noted for "pig" hunting, *i.e.* hunting the wild boar on horseback, with spears, which are jobbed at the animal. The *Corygaum Pillar* is 16 miles from this, on the road to Seroor. A temple at Saswar, or Sassoor, 19 miles south-east; and 8 miles further, at **Tigurl**, is a temple, on a hill 250 feet high. Large works, begun 1869, and finished 1874, at a cost of £400,000, supply Poona and Kirkee with water from the Moota Valley, by means of a dam of masonry, ¾ mile long, across the Moota, 10 miles above Poona; making a lake 14 miles long by ¼ mile broad, with two irrigation canals for the country, 99 miles and 16 miles long. *Roads*—to Belgaum, 70 miles; Dharwar, 264 miles (both by mail cart); Jooneer (population, 10,900), 56 miles; Mahableshwar, 73 miles; Sattara, 72 miles.

Punch, or **Panch, Mahals**, a collectorate, in Kaira district, consisting of a number of small Mahals or chiefships; the head town being Jambaghora.

Purandhar, or **Poorundhur**, a sanatarium in Poona district, 25 miles south-east of Poona, 90 miles from Bombay, so called from hill forts at Poorundhur Ghat, 4,470 feet above sea, 1,700 feet above the plain. There are two forts, 100 feet

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apart, which Arungzebe took from Sevajee 1665, and which surrendered to the English 1818.

Radhampoor, or **Radunpur**, in Gujrat, a small state belonging to a Newab, 85 miles north-west of Ahmedabad.

Raichore.—See Madras Presidency.

Rajcote, or **Rajkote**, the capital of Kattywar: an Agency, and a military post, in the Hallar District of Gujrat, 71 miles W.S.W. of Wudwan (Baroda Railway), in a healthy spot, on the river Ajee; with a church, treasury, school, bungalows, and gardens, cantonments, bazaar, &c., all outside the walls, near the Residency. The new Rajkoomar *College*, for native chiefs and noblemen's sons, opened 1871, forms a centre and wings, 285 feet long. A main road to **Wudwan** station, 71 miles long, was completed 1869. At the south corner of the Peninsula of Gujrat is *Diu Island*, belonging to the Portuguese. *Roads* (partly by rail)—To Porebunder, 86 miles; Diu, 140 miles; *Dwarka*, 146 miles; Gogo, 108 miles; thence by mail boat for Surat. At Dwarka, or Jigat, on Beyt Island, is the great Pilgrim Temple of Dwarkanatha, or Krishna.

Rewa Kanta, in Gujrat: a political agency, and collection of small native States, one of which, *Barrea*, has its capital of the same name, well drained and lighted, with public gardens, schools, and other useful works, under native management.

Roree.—See **Sukkur.**

Rutnagherry, or **Ratnagiri**, a collectorate, judgeship, and military post, in the South Concan, on the Malabar coast, under the Ghauts, about 120 miles south of Bombay, 97 miles from Sattara. Population, 10,700. Cantonments, church, high school, and English shops. It stands on a short river, near the sea, but has no harbour, and little trade. Sardines are caught. About 30 miles south is *Viziadroog*, or Gheriah, a fort taken from the pirate Angria, 1756, by Admirals Watson and Clive, having Angria's dock and a good harbour; and 50 to 60 miles north are Severndroog and Bancoot, two other forts of his. A copy of the former stands on Shooter's Hill, near Woolwich. The district suffers from bad roads and tigers. Good snipe shooting. Anchorage at Kalbadavi Bay, 7 miles, in the S.W. monsoon.

Salsette, near Bombay.—See **Kanheri.**

Sandur, in the South Mahratta Jaghirs, the seat of a native Rajah, in the Balari or Bellary valley; in the midst of which is the Rock of *Ramandrug*, 1,200 feet above the plain, 3,150 feet above sea, now a convalescent station for troops.

Sattara, or **Satara**, a collectorate, judgeship, and cantonment, formerly the chief seat of the Mahrattas, in the Deccan Highlands, 68 miles south of Poona, 30 miles from Mahableshwur, on the east slope of the Ghauts. Population, 29,030. The Mahratta Rajahs, the ancient rulers in the Deccan from the earliest times, rose into great power under Sivajee, who defeated the Emperor Aurungzebe about 1666; but in 1749 they became only titular sovereigns under Balaji Rao, the Peishwa or Vizier, at Poona, whose descendents remained *de facto* leaders of the Mahrattas till subdued by the British 1818. The last Rajah, having adopted an heir without leave of Government, forfeited his possessions at his death, 1848, in spite of the exertions made by his advocates in England; this heir joined the rebels 1857. His widow, now dead, appealed to the Queen; and the adopted son has memorialised the Viceroy. The town stands in "Sleepy Hollow," among hills, near the head of the Kistna; and contains the Rajah's Palace and family Temples, barracks, high school, and a strong fort on a rock. The Residency and some ancient Cave Temples are outside the walls. Quails, foxes, bears, and panthers are sported here. The Satara Jaghirdars, are descendents of the courtiers of the old Mahratta empire, now feudatories to the English. *Roads*—to Beejapoor, 117 miles; Belgaum, 146 miles, by mail cart; Rutnagherry, 115 miles, by the Ghauts; Sholapoor, 129 miles.

Savanur.—See **Dharwar.**

Sawunt Warree, Sawant Wadi, or **Sawantwari**, at the end of the South Concan, under the Ghauts, near Goa: a superintendency and military post, in the South Mahratta States, so called from Rajah Sawunt, reiguing here 1659. The present Rajah, of a family dating from about 1660, is a minor. It was occupied 1820; and the customs' revenue is appropriated by the English.

Seonee.—See **Bengal** Presidency.

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Seroor, or **Sírúr,** a military post, 30 miles south-west of Ahmednuggur, on the River Ghoor. A horse show is held in January.—See **Corygaum.**

Shahpore, in the Punjab.—See Bengal Presidency.

Sheagaum, or Sheagaon, a railway station, and a seat of cotton growing, in Berar, on Great Indian Peninsula Rail, 63 miles from Bhosawul Junction. Population, 7,500.

Shikarpore, in Sinde: a collectorate, judgeship, military post, and commercial town, on the Sinde Canal, in a flat spot, 24 miles north-west of Sukkur, on the Indus, 302 miles from Kurrachee, by the Kandahar branch rail, *via* Ruk Junction, on Indus Valley line. Founded 1617. Population, 42,500, chiefly Hindoo. Good shops, a high school, rich traders, and a bazaar half a mile long, with groves and orchards outside the mud walls. Sugar is grown here. The Kandahar rail runs up to Jacobabad and **Rindli,** on the border, through a gorge of red hills. Beyond this is the **Bolan Pass,** through which the British army marched, 1839 and 1879-80. Down the Indus to **Sehwan,** an old pilgrimage town, near *Alexander's Tower,* a great solid mass, 1,200 feet by 750, with *circular* brick arches in it.

Sholapore, or **Sholapur,** a collectorate, judgeship, military post, and station on Great East Indian Peninsula Rail, 282 miles south-east of Bombay, in the south Mahratta country of the Deccan, 1,590 feet above the sea. Refreshment rooms. Population, 61,285. Cantonments near the Tank, burnt by the Sepoys, 1857; with a church, and a well-built Fort outside the large town, which is walled round, and was taken from the Peishwa by the English 1818. The site is dry and healthy, and supplied with water by the Tank, an artificial lake of 6 to 7 square miles extent, made by Col. Fyfe. The sticky black soil is well fitted for cotton and sugar. *Punderpore,* or *Pandarpur* (population, 17,000), 40 miles west, on the Beema, is a very holy place of pilgrimage, and a commercial town, swarming with Brahmins. To Bellary, 223 miles. Shahabad camp and limestone quarries, 87 miles.

Sinde, Sind, Sindh, Scinde, or "**Sindy,**" a brigade command, and the north-west division of Bombay Presidency, in the lower part of the Indus, south of the Punjab; annexed 1844, and governed by a Commissioner, on the non-regulation system. It is a sudder court, and includes the four districts of Kurrachee, Hyderabad, Shikarpoor, and the desert tract of Thur and Parkur. Its annexation followed upon the defeat of the Ameers, by Sir Charles Napier, who styled it "young Egypt," from its likeness to the country of the Nile, with hills on one side, and the Thur and Parkur desert on the other. Two-fifths are Mahomedans. Drunkenness, by bhang or hemp, is the vice of all classes.—*(Burton's Sinde, or the Unhappy Valley.)* The Upper Sinde Frontier, under a superintendent, at *Salaru,* is a government cotton farm.—See **Hyderabad, &c.**

Singhur, a hill sanatarium for Poona, 14 miles from it.

Somnath Pattan, in Kattywar, Gujrat, 163 miles west of Surat, or by rail *viâ* Ahmedabad, on a hill near the sea; famous for a Hindoo or Jain Temple, now in ruins, covered with carvings; from which the sandal-wood *Gates* were taken by Mahmood, of Ghuzni, 1024, and burnt, after he had smashed the idol. The supposed original gates, which were brought back by General Nott, 1842, and are at Agra, are of deodar pine, ornamented with geometrical lines. Here are Mahomedan mosques and a new Temple.

Sukkur, or **Sakkar,** in Sind, on the Indus, opposite **Roree,** a station on Indus Valley Rail, 227 miles above Hyderabad. Population, 27,390. It is stone built, and has Bukkur Jail and a Minaret; with remains of a fort and temple, on two islands in the stream at the Sukkur Pass, where the river narrows. The Indus Flotilla is laid up here. The Sukkur Canal and River Nurra join above it. An Annual Fair is held here. Population of Roree, 8,600.

Surat, or "**Soor'ut,**" in Gujrat: a collectorate, judgeship, military post, cotton town, and station on Bombay and Baroda Rail, 165 miles north of Bombay. Population, 109,850. It is situated on the Taptee, 15 miles from the Gulf of Cambay, opposite the peninsula of Gujrat, formerly called Surashta, or Gujarashtra, whence the name of the town. A viaduct 2,000 feet long crosses the river. In the time of the Great Mogul, it was the head factory of the East India Company, from 1612 till the Presidency was moved to Bombay, 1692, and has always been a chief seat

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of the Parsees, represented by the Jamsetjee Jejeebhoy and other families, who own half the town. They are shipbuilders, cotton merchants, the best mechanics, the smartest clerks, and the quickest boys at school. The cotton is a short staple; most "East India" cotton comes from Surat. Here are the town walls, 6 miles round; castle, built 1543; the old English, Dutch, French, and Portuguese factories, all turned to other uses; an ancient Cemetery, with tombs of Dutch and English (the Oxendens), &c., from 1649; the old Palace of the late Nawaub, Viceroy to the Mohammedan Emperor, in the dirty Mogul quarter; the fine temples and hospital for beasts and birds, in the Parsee quarter; the college for the Boras, an industrious money-lending tribe; a high school and a new Hospital. Its municipality spends £50,000 a year. The neighbourhood is cheerful and well cultivated; good for game and pig hunting, especially at the French Tower and Vaux's Tomb, near the sea, in *Swally Roads*. Lutfullah, whose curious Memoirs were translated by Eastwick, died here, in the late Nawaub's service. *Pulparrah*, 8 miles, is a holy place of the Hindoos, on the Taptee; one of their sacred rivers, only to *think* on which is enough. The Dutch factory contains an excellent library, founded 1824. To Mhow, 263 miles.

Tanna, Tannah, or **Thana,** a collectorate, military post, and railway station, in the North Concan, 24 miles north-east of Bombay, by Great Eastern Peninsula Rail, on the landward side of Salsette Island, near the Salsette Caves. Population, 12,000, many of them being Roman Catholics, of Portuguese descent, as dark as the natives. Good bacon is got here. It was taken by General Gordon 1774. The sail on the river to Bassein passes some good scenery. About 5 miles off are the *Cave Temples of Kennery* (see Kanherry), sometimes called the Salsette Caves. They contain good carving of the Buddhist school, dated 400 to 900 A.D.

Tarrughur, or **Taraguhr,** a sanatarium in an ancient hill Fort over Ajmere, about 2,500 feet above sea; containing the tomb of Kwajah, a Mahomedan Saint. The Fort was built by the Purihar Rajpoots, and the tomb is respected by Hindoos as well as Moslems.

Tatta.—See **Hydrabad.**

Thul Ghaut.—See **Ghaut.**

Thur and Parkur, a collectorate, and a thinly-populated division of Sinde, bordering on the desert and the Runn of Cutch.

Toongar.—See **Bassein.**

Veerumgaum, or **Viramgaon,** a station and cotton district, in Khandeish, on the Baroda Rail, where the Patree branch goes off. Population, 20,000.

Wurdah, or **Wardha,** in Berar, a station on the Great Indian Peninsula Rail, and cotton market, 59 miles from Budnaira, where the Wardha Valley State Line branches to *Hingun Ghaut*, 15 miles long.

Zerrowda, in the Deccan, the seat of a Central Jail.

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SKELETON ROUTE VI.

OUTWARD.

SUEZ to ADEN, CEYLON (COLOMBO), MADRAS, CALCUTTA, and AUSTRALIA.

London to Suez.—See Routes 1 to 4.

Peninsular and Oriental Steamer leaves Suez.....Every other Thursday.
" " " arrives at Aden.....Every other Wednesday.
" " " arrives at Colombo.....Every other Thursday.
" " " arrives at Madras.....Every other Monday.
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N.B.—These departures are in correspondence with Bombay Steamers to China, *viâ* Colombo. Every other Thursday from Suez for Australia, *viâ* Colombo.

French Messageries Steamers leave Suez for Colombo every other Monday; and Colombo, monthly, for Pondicherry, Madras, and Calcutta. For other Lines—as the **British India, City, Harrison, Star, Bird, Florio-Rubattino,** &c., see List in Introduction, and Advertisements in *Bradshaw's Guides.*

Passengers (P. & O. Co.)—East of Suez—2nd class accommodation is not guaranteed in P. & O. Company's Steamers, except in a few berths provided for servants of 1st class passengers.

Distances.—London to Port Said (by sea), 3,215 miles; by canal to Suez, 87 miles; to Aden (by Red Sea), 1,308 miles; to Colombo, 2,093 miles; to Madras, 610 miles; to Calcutta, 770 miles. Colombo to Sydney, 5,442 miles (see Route 24).

Time of Journey.—About 35 days, viz., 14 to Suez, 5 to Aden, 8 to Colombo (stop 1 day) 3 to Madras (stop 1 day), 4 to Calcutta. Colombo to Melbourne, 21 days (see Route 24).

Fares.—From England, single berth, 1st class, to Aden, £43; to Ceylon, Madras, or Calcutta, £68. Reserved cabins, £108, £170; children (3 to 10 years), with parents, half-price. One child under 3 years, free. From Venice, Ancona, or Brindisi, £5 to £10 less than from England, for each adult. Fore Cabin, European servants, £32, £37, and £42; and £7 less from Venice, &c. Native servants, about one-half. From Suez, 1st class, £25 and £50 single berth; or £63 and £125 reserved. These are for sea passage only, being exclusive of wine, spirits, and beer, and transit charges through Egypt to Suez (see Route 4). For Australia, see Route 24. Reductions of 20 and 10 per cent. on the return fare are allowed within 6 and 12 months. French Messageries Fares are about the same. Their steamers carry four classes of passengers, the 3rd corresponding to 2nd of P. and O. Company's. Through booking to Zanzibar, to several Indian ports, Singapore, &c., by **British India Co., Netherland Indies Co.,** &c.

Luggage.—In the P. and O. Steamer, 3 cwt. are allowed (1st class); 1½ cwt. (2nd class), and children (3 to 10 years). For a whole cabin and transit through Egypt, see Route 2. Overweight, from Suez, £1 per cwt.

HOMEWARD.

CALCUTTA to MADRAS, COLOMBO, ADEN, SUEZ, and ENGLAND.

P. and O. Steamer leaves Calcutta every other Friday, Saturday, or Monday, according to the season.
" " arrives at Madras.....Every other Tuesday, Wednesday, Friday.
" " arrives at Colombo.....Every other Monday or Wednesday.
" " arrives at Aden.....Every other Wednesday or Thursday.
" " arrives at Suez.....Every other Tuesday or Wednesday.
Arriving at London about 15 days later.

N.B.—Two to four days extra to Suez are allowed in the Spring monsoon.

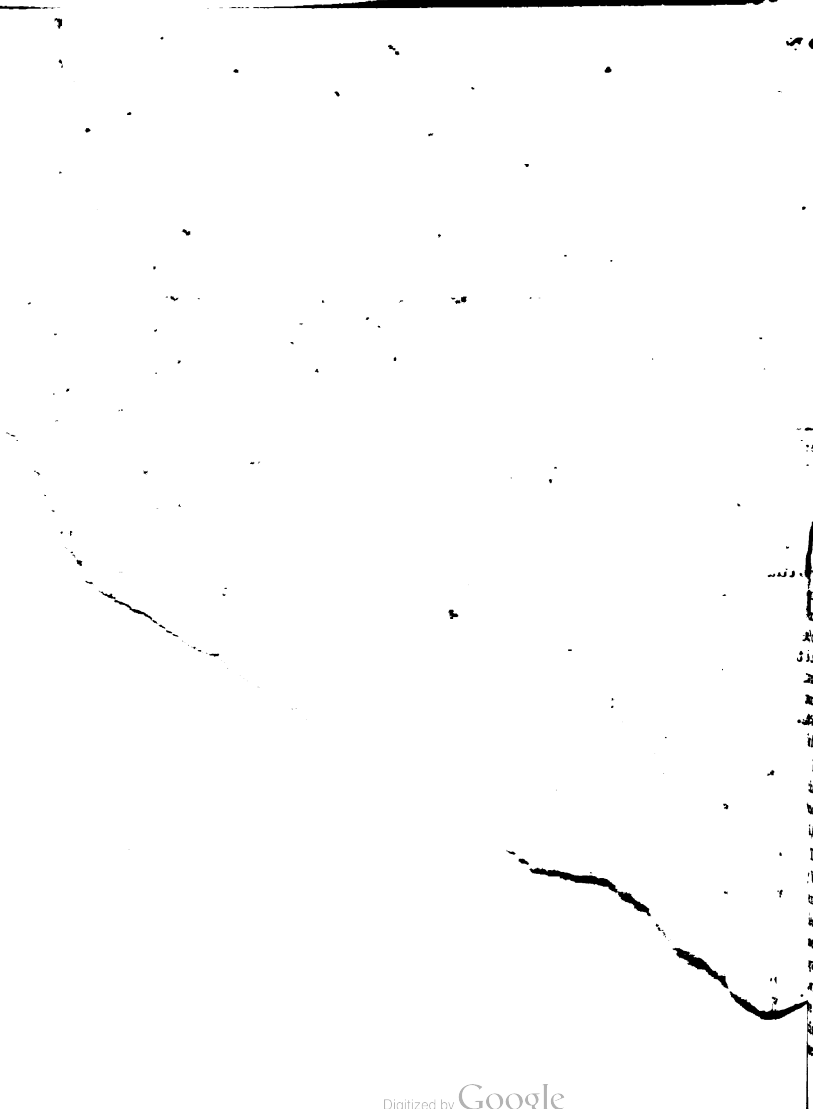
The China mail reaches Colombo about every other week; and the Australian about every week, with some days to spare at Colombo.

Messageries Steamer, monthly for Colombo, Aden, &c. **British India,** every two weeks.

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ROUTE VI.

LONDON TO SUEZ, ADEN, CEYLON, MADRAS, CALCUTTA, CHINA, AND AUSTRALIA.

London to Suez and Aden, see Routes 1 to 4; to Bombay, Route 5.

Travellers proceeding to the other Presidencies, or China, perform a sea voyage (10 days from Aden to Ceylon), during which the temperature varies from 78° to 96° (in August). The monotony of the trip through the INDIAN OCEAN is often varied by the travellers playing at *sea quoits* (made of rings of spliced ropes) or hop-scotch chalked out on the deck. The constellations of the Ship and Southern Cross come into view at night. A few vessels are occasionally spoken with. As Ceylon is approached its appearance, as the vessel steams in, is extremely picturesque; a fine undulating well-wooded country stretches to the water's edge, fringed by cocoa-nut trees; lofty verdant ranges tower in the distance, covered with groves of palms, talipot, and other timber.

THE ISLAND OF CEYLON

(Singhala),

situated between 5° 55′ and 9° 51′ north latitude, and 79° 42′ and 81° 55′ east longitude. Its extreme length from north to south, from Point Palmyra to Dondera Head, is 271½ miles; its greatest width 137½ miles, from Colombo, on the west coast, to Sangemankande on the east; and its area, including its dependent Islands, 25,742 miles. Acres of island, 12¾ millions; of which 1½ are under cultivation.

In 1881 the population amounted to 2,758,200; chiefly Singhalese, Malabars, or Tamil Coolies, and Moors, or Mahometans. In 1873 there were 95,000 Coolies settled on 833 estates.

The conquest of Ceylon (the ancient Serendib), by Wijago, took place B.C. 543, and the establishment of Buddhism B.C. 307. The Singhalese selected as their sacred tree the Pippul, which is closely allied to the Banyan, yet sufficiently distinguished from it. *Buddha's Tree*, or *Bo-Tree*, as shown at *Anarajapoora* (see below), is asserted to have been planted in the reign of King Devinipiatissa, B.C. 288; it is, consequently, at the present time, about twenty centuries old. The first national marine was established A.D. 607; artizans from Malabar being employed.

The early exports from Ceylon consisted entirely of natural productions, aromatic drugs, gems, pearls, and shells, and it is a strong evidence of the more advanced state of civilisation in India at the same period that, whilst the presents sent from the Kings of Ceylon to the native princes of Hindostan and Dekkan were always of the precious but primitive character, the articles received in return were less remarkable for the intrinsic value of the material than from the workmanship bestowed upon it. Devinipiatissa sent by his ambassadors to Asoca, B.C. 306, eight varieties of costly pearls, sapphires, lapis lazuli, rubies, and three bamboos, for chariot poles, remarkable, because their natural marking resembled the carvings of flowers and animals. The gifts sent by the King of Magadha were a chowrie (the royal fly flapper), a diadem, a sword of state, a royal parasol, golden slippers, a crown, an anointing vase, asbestos towels, to be cleansed by being passed through fire, a costly howdah, and sundry vessels of gold. Anarajapoora, the ancient capital, was under municipal government so early as B.C. 437.

GALLE, or POINT DE GALLE—

Telegraph Station.

The present name of Point de Galle, "Cock's Point," was given by the Portuguese when they held posession of the Island. The natives call it Gālla, "open ground." Population, 47,000. The old Dutch Wall was 20 feet thick. This place still prospers. Some steamers call here, but the P. & O. Co., Messageries, &c., have made Colombo their port of call.

HIRE OF PASSAGE BOATS.—Canoes, not carrying more than two persons, 6d. each inside the harbour; 1s. outside. Boats, carrying four or six persons, as licensed, 6d. inside; 1s. outside. If only one person, 1s. inside; 2s. outside. In stormy weather, parties must make their own arrangements. S.W. monsoon, June to October.

The traveller, fresh from Europe, will be delighted with the freshness of the tropical scenery, as it is displayed in the blue sea of the bay, and the wooded hills that encircle it. Far in the distance rises the zone of purple hills, behind which towers the sacred mountain, *Adam's Peak*, esti-

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mated at 7,420 feet above the level of the sea, with its summit enveloped in clouds; the panorama from the top is magnificent. Some conjecture that the long sought Tarshish may be found to be identical with Galle.

HOTELS.—Oriental, a handsome three-storey building, with a good prospect. Eglinton; good view.

CONVEYANCES.—The Bandy, which is peculiar to Ceylon, is a kind of four-wheeled dog cart, with a roof on metal uprights. Vehicles are commonly let by the hour. A mail runs towards Colombo to meet the rail.

CONSULAR AGENTS for France, Spain, Germany, &c.

BANKS.—Chartered Mercantile Bank of India; Oriental Bank Corporation.

CURRENCY.—Rupees and cents. English money is current, and can be exchanged at banks, &c.

The Berahera festival takes place at Kandy in August. With the exception of a few public buildings, there is little to be found of interest to the traveller within the town, except the Fort, 1 mile in circumference; a new English church, and old Dutch church; Mosque; Pettah, or native town; lighthouse; and barracks. At Buona Vista are the orphanage and school of the Society for the Propagation of the Gospel.

The houses are one storey high, and spacious; each having a verandah, supported by pillars the entire length of the front; the streets are narrow, yet the town is healthy and agreeable. Outside the town is a Buddhish Temple, with colossal figures upon it. A drive to Wakwalla, 4 miles from Galle, will well repay the visitor. The pilot canoes, or catamarans, are very long, but only 16 inches broad, and very swift. Outriggers prevent them from upsetting.

PRODUCTIONS.—Arrack, cinnamon, cardamoms, coffee, sugar, pepper, cocoa nuts, coir, cotton cloth, jagery, fine cabinet woods, shells, rice, grain, tobacco, bread-fruit, manganese iron, silk, hemp, indigo, rubies, topazes, sapphires, amethysts, garnets, pearls, and gold. N.B.—Beware of imitation precious stones; their name is legion; the dealers ask for their goods eight or ten times what they are worth. Mr. Streeter has an agent here.

STEAM PACKETS.—British India Co. (Agents, Delmege, Reid, & Co.), to Colombo, London, Bombay, Calcutta, Kurrachee, Zanzibar, Java, &c.

The mail road from Galle to Colombo is rich in scenery (the rail is partly open), and is literally an avenue of palm trees 70 miles long. There are about twenty millions of these majestic trees in the island.

COLOMBO—*Railway Station and Telegraph.*

GOVERNOR.—His Excellency Sir A. Gordon, K.C.M.G. COLONIAL SECRETARY and LIEUT.-GOVERNOR—Sir J. Douglas, K.C.M.G. CHIEF JUSTICE—W. Burnside, Esq.

BISHOP OF COLOMBO—Rt. Rev. Dr. Copleston.

BANKS.—Chartered Mercantile Bank of India, London, and China; Oriental Banking Corporation; Bank of Madras; Somerville & Co. (Agents to H. S. King & Co.)

HOTELS.—Grand Oriental; Galle Face; British India; Metropolitan.

Population, 110,000.

Colombo, the capital, stands on a peninsula, surrounded on three sides by the sea, having a lake and moat, with drawbridges on the land side. The new buildings within the fortifications are of handsome European architecture. Museum, founded by Governor Gregory, whose statue faces it. Barracks and a Hospital. Some batteries face the sea. New warehouses and stores. Arabi, the Egyptian leader, is in exile here.

In the suburbs are the modest dwellings of the Dutch and Portuguese. Singhalese, Tamils, Moors, and Malays now vie with Europeans in their dwellings. The only ancient quarter is the Pettah, or black town. See Ferguson's *Ceylon Directory.*

STEAMERS.—This is now the port of call for the P. & O. Co., Messageries, and other steamer lines, where the junction is made between the route from Suez and the routes to India, China, and Australia. Monsoons—S.W., June to October, succeeded by the N.E., Nov. to May. To Pondicherry, 360 miles; Madras, 90 miles further. The Peninsular and Oriental Company's Steamers (Mr. F. Bayley, Agent) arrive here with the outward mails every other Thursday, and sail the day after for Madras and Calcutta; and for Singapore and China. For Australia every fortnight. The *Homeward mails* from Calcutta and China

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every fortnight; from Australia every fortnight, allowing for monsoons. A transfer to the steamers is made for the China line. Some of the largest size are employed on the Australian service, which run through from London. Messageries Company's Agent, Mons. C. Ruinat. British India Company's steamers (Agents, A'stone &Co., Darley & Co.) to Lisbon, London, Red Sea Gulf, Bombay, Calcutta, &c. Florio-Rubattino line to Singapore, &c. Mr. Tambya Pillay's steamers run along the coast and to Tuticorin.

UNITED STATES CONSUL.—W. Morey, Esq.

RAILWAY.—Open to Kandy, and about 75 miles long. The first turf was cut by a former Governor, Sir H. Ward, 1859. Another line on the way to Galle is open to Kalutara.

The hamlet of CALPITTY, on the shores of the Lake Colombo, and surrounded by cinnamon gardens and cocoa-nut groves overlooking the bay, is the resort of the civil and military authorities, merchants, native and European, of the island.

The Port is less a harbour than a roadstead; none but light craft can venture to the wharfs and the fort, and ships waiting for cargoes anchor in the offing. A Breakwater is under construction, at a cost of £600,000; about half-a-mile is completed, and ships find partial shelter in the S.W. monsoon. The Island revenue is 1¼ million sterling; the trade amounts to 8 or 9 millions. Coffee, rice, chinchona bark, and tea are brought down by rail.

CANDY, or KANDY—

Railway Station and Telegraph.

Population, 10,000.

Here are the Governor's Palace; Library, erected on pillars and built on a lake; a Church, and some European buildings; with Botanical Gardens, at Peradenia. Kandy stands on the banks of a miniature *Lake*, overhung on all sides by hills. The great road from Kandy to the sanatarium of *Nuera-Ellia*, distant 50 miles, and 6,200 feet above the sea, passes through coffee plantations. It has some Bungalows, an Hotel, and a prison. All kinds of European vegetables are to be found. Pedastallagalla Peak, the highest about, is 8,300 feet above sea. *Adam's Peak* lies south-west, where a mirage is seen in the early morning, viz., the shadow of the mountain rising over the mountain itself. About 70 miles north, in the Rajahratte or royal district, is *Anarajpaoora*, the ancient capital (above mentioned), now a small village; among extensive remains of buildings, pillars, carved stones, &c., all covered with jungle. Here and elsewhere are remains of Dagobas or Temples, 150ft. to 400ft. high, some as old as B.C. 300. One, the Dalada, was built to hold Buddha's Tooth; another, his collar-bone; another called the Brazen Palace, was nine storeys high, on 1,600 pillars Great Tanks here.

TRINCOMALEE.

COMMANDER-IN-CHIEF.—Rear-Admiral Sir W. Hewett, K.C.B., *V.C.*

A naval station for the East Indies, on a bold peninsula, between the outer and inner harbours, strengthened at the entrance of the inner harbour by the batteries of Fort Ostenburg, for the defence of the port and the arsenal. The fine *Harbour* or *Bay* has a coast line of 30 to 40 miles, with deep water everywhere. With the exception of buildings, such as the citadel, erected on a cliff, Admiralty House and its banyan tree, the English, Portuguese, Dutch, and Mahommedan places of worship, the post-office, &c., the town is poorly constructed, and its bazaars are the least inviting in Ceylon.

Jaffaa (on the peninsula and extremity of the island, north of Adam's Bridge), owing to its proximity to the Indian coast, was at all times the district most infested by the piratical Malabars. JAFFNAPATAM is a modern town. It possesses little worthy the observation of the traveller beyond its fortifications, barracks, and the Dutch church. Off this coast lies the *Gulf of Manaar* (north-west of the island), once celebrated as being the greatest Pearl-fishery in the world, but which has ceased to pay.

The Dutch were expelled from Ceylon in 1795. Trincomalee, Jaffna, and Calpentyn surrendered in succession to Col. Stuart, who commanded an expedition fitted out at Madras. Early in the following year, Negombo and Colombo followed. The dominion of the Netherlands in Ceylon was nearly equal in duration with that of the Portuguese—about 140 years; it was not, however, till the year 1815 that the kingly power of Kandy passed away to the British; subsequent to the defeat and massacre of the 19th regiment at Wattepolowa. In this year a solemn convention of the chiefs assembled in the palace of Kandy, at which the treaty was

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concluded, formally deposing the king, and vesting his dominions in the British crown. In 1796, when the English landed in Ceylon, there was not in the whole island a single good road. Before the first governor (Sir E. Barnes) resigned, every town of importance was approached by a carriage road; and the long desired highway from sea to sea, connecting Colombo and Trincomalee, was commenced.

The Island abounds in every requisite for the table, fish, flesh, and fowl, game of all kinds (no rhinoceros and hippopotamus), fruit and vegetables of every description; the principal fruits are plantains, or bananas, mangosteen, oranges, pine-apples, the luscious mango, and the "rambatan." The Singhalese excel in making curries, flavoured with the delicate creamy juice of the cocoa-nut. Peacock copper is so called from its colours. The language of their sacred books is Pali.—See Sir J. E. Tennent's excellent work on *Ceylon*, 1860; Sir Samuel Baker's *Rifle and Hound in Ceylon*; and Knighton's *Forest Life in Ceylon*.

Ceylon to Madras, a sea voyage of three or four days.

MADRAS—*Railway Station and Telegraph.*

Madraj, Mandir-raj, but called by the natives Chennapatanam, the city of Chennappa (Coromandel Coast), a British settlement, one of the first in India, 1639. Seat of the Presidency of Fort St. George, Military Head-quarters, and a Collectorate, 793 miles from Bombay (by rail), 1,062 miles from Calcutta, by road,

Population (1881), 405,850. In 1871, 397,550, against a reported population of 428,000 in 1863, which was misculculated. About 3,620 are Europeans, 12,000 are Eurasians, three-fourths are Hindoos, one-seventh Mahomedans. Revenue of municipality (1881), £92,115. Good water is now got. It stands on the low Coromandel coast, marked by a lighthouse, &c., among plenty of wood, good roads, rivers, and canals.

Official Authorities.—*Governor*, His Excellency Right Hon. M. S. G. Duff. *Chief Justice*, Sir C. Turner, Knt. *Bishop*, Right Rev. Dr. Gell. *Commander-in-Chief*, Gen. Sir F. Roberts. Bart., K.C.B., *V.C. Senior Members of Council*, Sir F. Roberts, D. Carmichael, Esq., H. Sullivan, Esq.; besides eight additional members (English and Native) for making laws. *Secretaries to Government*, C. G. Master, Esq., for Political, Public, and Financial business; E. Webster, Esq., for Revenue; Col. Hankin, for Military affairs; Major-Gen. Sankey, C.B., for Public Works.

Hints. — Landing effected by means of the Masullah boats, either on the beach or at the New Pier. The traveller will act wisely to wear spectacles on his first arrival, as, owing to the absence of all shade, and the pale yellow cast of the houses, the glare of the scorching sun is peculiarly detrimental to the sight. If he intends to remain at this Presidency, the sooner he fixes upon a bungalow and removes to it the better.

Hotels.—Royal; Elphinstone; Imperial; Branch Elphinstone; Capper House; Victoria; Dent's Gardens. Charge, 5 to 6rs. per diem. Carriages, 3rs. a day.

Club.—This institution is admirably conducted; here board and residence can be had by subscribers on very moderate terms; it contains accommodation for a great number of persons; open from 6 a.m. to 12 p.m. Band plays here.

Office Hours.—10 a.m. to 4 p.m.

Weather.—March to October, hot and dry; rains, October to December. The N.E. monsoon begins on the 15th October, and then the storm flag is hoisted at the Master Attendant's flagstaff, to warn persons from attempting to land. In the hurricane of May, 1872, nine ships were wrecked. Hottest months, May and June; coolest months, December to February. Lowest range, 75°; highest range, 140°.

Ice House at South and 24 Second Line Beach, open from 6 a.m. to sunset,

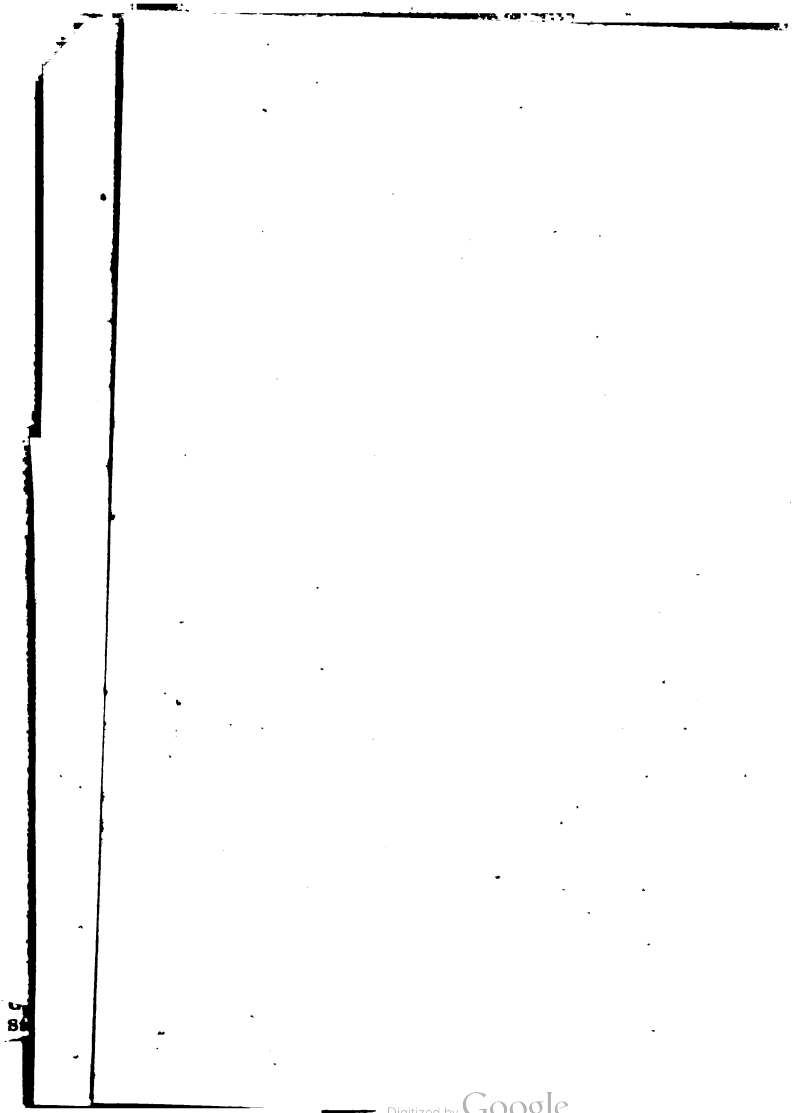
Newspapers. — *Madras Times* (daily). About thirty newspapers and journals are published in the Presidency, including one in Telugu, called by the long name of "Vurthamathuzunghine."

Booksellers.—Pharoah and Co., *Bradshaw's Guide* Depôt; Vest and Co.; Higginbotham and Co.

Directory.—Messrs. Barrie and Co.; Vepery, dealers in curry, mulligatawney paste, &c.; Oakes and Co.

Bankers.—Arbuthnot and Co. (Agents to H. S. King and Co.); Chartered Mercantile Bank of

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India, London, and China; Oriental Bank Corporation; Agra Bank; Binny and Co.; National Bank of India.

PRICE OF SPECIE.—Sovereigns worth 10¼ Rupees, Bank Notes worth 10 Rupees per £1. Currency as at Calcutta.

POST-OFFICE.—Overland mails are made up daily to Bombay, Calcutta, and the interior of the country.

ELECTRIC TELEGRAPH.—To Bombay, Calcutta, Colombo, Point de Galle, Kurrachee, Penang, Singapore and China, and Australia (1872).

RAILWAYS.—*Madras Line*, open to Arconum Junction (where about 290 miles of the N.W. branch, towards Raichore on the Bombay line, and 19 miles of the Carnatic, join), Arcot, Tripatore (Bangalore and Mysore), Erode (where the South Indian joins), Coimbatoor (for the Neilgherries), Palghaut, and Beypore, on the Malabar coast; about 675 miles. A handsome new Terminus was opened, 1873, on the Esplanade. The Vellaur Bridge, between Chillumbram and Cuddalore, which took three years to build, was washed away by the floods, December, 1871, after having been open only twenty days. The *South Indian*, from Erode to Negapatam, is 168 miles long, besides the branch from Trichinopoly to Tuticorin and Tinnivelly.—See *Tables* at the end of this work. Madras time is railway time all over India.

TRAVELLING CONVEYANCES.—By dawk (dâk), palanquin, and Buedgerow boat; but these modes of conveyance are becoming extinct.

SAILING VESSELS to China, United States, Australia, &c., and to England. Steamers ply on Cochrane's Canal. The Madras Irrigation and Canal Company is in good work. A tank for supplying water to the city has been made.

STEAM PACKETS.—The *P. and O. Company's* steamers (Agent, Mr. J. H. De Salis), arrive here, outward-bound, every other Monday, and then sail for Calcutta. Those homeward-bound every fortnight from Calcutta (three days' run), generally on Friday and Wednesday, and then sail for Ceylon, Aden, Suez, Alexandria, Malta, Marseilles, r, and London. The *French Messageries* (Agent, Mons. de Guigne) arrives from Colombo and Pondicherry every fourth Friday or Saturday. The *British India Company's* boats (Agents, Binny & Co.), by arrangement with the P. and O. Company, take passengers at through rates to Negapatam, Masulipatam, Vizagapatam, &c. These boats run regularly to Rangoon, Moulmein, in Burmah, across the Bay of Bengal, and to other ports on the coast. The Harrison, Bird, City, Star, and other lines call here.

BREAKWATER.—On screw piles, 1,000 feet long, has been erected at a cost of £108,000, and was damaged, 1869, by a barque running foul of it. It is half ruined. Good anchorage; landing in Masula boat. A Pier harbour of 250 acres, inclosing the Pier, is in progress. The Lighthouse is 128 ft. high.

TRADE AND SHIPPING.—In 1871-2 the imports from foreign ports amounted to three million pounds, of which two and a half millions were merchandise. The exports were six millions sterling. There entered and cleared 3,947 vessels, of 493,400 tons, and 3,738 vessels of 571,730 tons. In 1880 the imports and exports were 10 millions.

SANATARIUMS.—The Shervaroy and Pulnai Hills, Bangalore, and Neilgherries, are easily accessible by Madras Rail. Avady, 16 miles; hence to Kifassore, 14 miles.

MANUFACTURES.—Lace, native carved furniture, tamarind wood, gold and silver articles, artificial flowers (from Pondicherry), talc pictures (from Trichinopoly), moco stones, coral, and amber Many Tamil labourers are employed.

OBJECTS OF NOTICE.—Fort St. George, on the Esplanade, by the seaside, built 1680, including Government Offices, Barracks, and Arsenal Museum; Writers' Buildings; the Mint; and St. Mary's Church, with the grave of Schwartz. Beyond this and Napier Bridge are the Revenue Board Office and Engineer College (in the former Palace of the Nawab of the Carnatic), with other buildings, at Chepâk. *Governor's House* behind, with portraits, &c. Madras Club (handsome building); Medical College. Statues of Sir Thomas Munro, Marquis Cornwallis, and General Neill. Custom house; Central Museum, one of the best in India. Supreme Court; University, founded 1857, by Lord Harris. Presidency College, a handsome oriental-looking pile, 350 feet long. Dr. A. Hunter's School of Art (1850).

Moneygar Choultry; School of Industrial Arts; Post-office; Railway Terminus; Memorial Hall;

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a fine new Hospital near the Jail; People's Park, opened 1865; a Leper Hospital.

St. George's handsome *Cathedral* contains monuments of Bp. Heber and Bp. Corrie; a beautiful east window and side windows, designed by A. Co'e, of Madras, the architect. St. Thome's Church, where St. Thomas was martyred.

St. Andrew's Scotch Church, marked by a good spire; Roman Catholic Cathedral; Church Mission Society; Armenian Church, Miblar Orphan Asylum; Observatory; Horticultural Society's Gardens, where the band plays. Alwarpeta Cemetery is in *Black Town*, where the shops, warehouses, and bazaars are.

The districts of *Vepery* (a Church here) and Parsawakam; the Island (¾ mile long and ½ mile broad); *Triplicane* (the Mussulman quarter); Chepâk Gardens, in which stands the new palace of the former Nawab of Carnatic, or Prince of Arcot.

Mr. Pogson, astronomer at the Madras Observatory, founded by Sir T. Munro, 1787, has obtained a difference of longitude between this and Batavia, by means of the new submarine cable. A Literary Society was founded, 1818.

It was at Madras, about 1800-1, that Colonel Lambton measured the first Base Line for the Great Trigonometrical Survey of India; and now the remarkable network triangulation from Cape Comorin to the Himalayas is completed.

OBJECTS IN THE VICINITY.—Governor's Country Seat at Guindy, a handsome tall white pile, in a Park. St. Thomas' Mount; the villas of the native and European merchants and officials, situated in large white compounds and handsome gardens. The villages of Attapurum, Perumbur, Rayapuram, Tandiaondu. Vasarvalli, Ennur (Ennore), and the Red Hills Lake, a very pretty spot, with the new reservoirs for water supply. Government Experimental Farm at Saidapet, or Sydapit, 6 miles distant, on 120 acres of reclaimed jungle.

SCHOOLS.—Bishop Corrie's Grammar School. The Christian Vernacular Society has no less than 354 schools, attended by 12,526 pupils, at an average annual cost of 8s. per head. Instruction is afforded them in the Kanarese, Malayalim, Singhalese, Tamil, and Telugu languages. The Buckingham Canal extends to the Kristna and Godavery, 400 miles.

PRESIDENCY OF MADRAS.

[See *Statement of the Progress and Condition of India (Parliamentary Paper)*; Thornton's *Gazetteer of India*; and Hunter's *Imperial Gazetteer*.]

Fort St. George, the old name of Madras, was the earliest acquired of the three factories which formed the nucleus of British India; and here the great struggle with the French, seated a Pondicherry, was fought out. It was the most important of the Presidency towns till the battle of Plassey gave Bengal to the East India Company, and a safer position than Madras. Area of the *Presidency*, 141,746 square miles, with a population (1881) of 31 millions, in 20 districts, including the new one of Neilgherry, formed 1869. It lies mostly on the Bay of Bengal, or east side of the Peninsula; a strip under the East Ghauts, about 950 miles long, from Ganjam to Cape Comorin, taking in the Northern Circars on the Golconda and Orissa coast, and the North and South Carnatic on the Coromandel coast. It also includes the Ceded Districts, with South Canara, and the native states of Travancore and Cochin, under the West Ghauts, on the Malabar or west coast, and nearly surrounds the independent state of Mysore. The Ceded Districts and Mysore form part of the interior tableland or Bala-Ghauts (*i.e.* above the Ghauts).

The Presidency *receipts* (1879-80) were 10¼ millions, of which 5 millions were from land, 1½ million was from salt, which is made by government, and issued at 2rs. 8an. per maund. The expenditure was 7 millions.

The *Army* (1873) consisted of 38,900 English and native troops. Cotton is grown on about 1½ million acres. About 22 large cotton works in and near the City. There were (1880) 268,000 scholars (mostly Hindoo) in 10,550 government schools, in which English, Tamil (spoken by 16 millions), and Telugu (by 18 millions) are taught; in 1875, there were 8,300 schools. Upwards of 860 miles of Telegraph wire are open; up the east coast to Calcutta, and down it to Cape Comorin; and up the west coast to Bombay; with branches to Hyderabad, Nagpore, and Benares; to Bangalore, Belgaum, Mysore, &c.; and by way of Pambaum to Ceylon.

Among the products are cotton, coffee, and cardamoms, in Travancore; quinine, imported into the Neilgherries from South America, pepper, ginger,

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rice, indigo, cinnamon; iron, near Porto Novo and Beypore; sandal, teak, and other timber, chiefly on the Ghauts of the west coast—the east coast being mostly jungle and flat, but favourable to the growth of hemp and jute. A *Flora Sylvatica* of all the timber trees in South India is in progress. Though the long coast of this Presidency (viz., 1,730 miles, or about half the whole coast of British India) has few good ports, there are above 140 places where cargo may be discharged. It has sixteen lights at different points. Trunk roads have been made to Bellary and Salem, &c., in the direction since followed by the rail. There are 43,000 *Tanks* in the Presidency, all of native origin, and surrounded by 30,000 miles of embankments.

1.—COLLECTORATES AND DISTRICTS IN MADRAS PRESIDENCY.

In three Ranges (1, 2, 3). For Population, Area &c., see Census at end of the *Guide*.

Arcot, North (2)	Nellore (2)
Arcot, South (2)	Nilgiri (3)
Bellary (2)	Salem (3)
Canara, South (3)	Tanjore (3)
Coimbatoor (3)	Tinnevelly (3)
Cuddapah (2)	Trichinopoly (3)
Ganjam (1)	Vizagapatam (1)
Godavery (1)	
Kistna (1)	N.B.—Bellary, Cuddapah, and Kurnool, constitute the *Ceded Districts*.
Kurnool (2)	
Madras (2)	
Madura (3)	
Malabar (3)	

2.—These are mostly composed of Territory, acquired as under:—

DATE.	TERRITORY.	FROM
1759	Masulipatam, &c.	The Nizam
1765	Company's Jaghire (Chingleput)	Nabob of Arcot
1766	Northern Circars	The Nizam
1778	Nagore	Rajah of Tanjore
1778	Guntoor Circar	Nizam
1792	Malabar, Dindigul, Salem, Baramahl, &c.	Tippoo Sultaun (or Sahib)
1799	Coimbatoor, Canara, Wynaad, &c.	Tippoo Sultaun
1799	Tanjore	Rajah of Tanjore
1800	Ceded Districts (acquired by the Nizam from Tippoo Sultaun, 1792 and 1799)	Nizam
1801	Carnatic	Nabob of the Carnatic
1803	Cuttack and Balasore	Rajah of Berar
1834	Coorg	Rajah of Coorg
1841	Kurnool	Rajah of Kurnool
1845	Tranquebar	Denmark
1854	Nagpore	Annexed

3.—**NATIVE STATES**, outside the Collectorates, but tributary to, or protected by, the Government:—

NAME.	LOCALITY.	AREA SQUARE MILES.	POPULATION.‡	ANNUAL REVENUE
				£
Bunganpully (Banganapalli)	South India (near Cuddapah)	500	35,200	16,617
Cochin	Malabar Coast	1,131	399,100	105,790
Jeypore and Hill Zemindar	Orissa	13,401	391,230	
Mysore	South India	27,000	3,821,000	1,000,000
Poodoocottah (Puthankottei)	Do. (near Madura)	7,037	268,750	32,414
Sundoor, or Soundoor	Do. (near Bellary)	145	13,450	3,782
Travancore	Do.	6,653	1,262,650	428,500
Ganjam and Vizagapatam Agencies.				
Nagpore*		76,432	4,650,000	
Nizam's Territory*		95,337	10,666,000	
To these add French Territory at				
Pondicherry	Near Cuddalore	107	†80,000	
Karical	Near Tranquebar	63	49,000	
Yanaon	Near Rajahmundry	14	7,000	
Mahé	On west coast, near Cananore	2	2,600	

* Nagpore and the Nizam's Territory are not under the Madras *Military* command, but under the Bengal *Civil* Administration. † In 92 Villages. ‡ For statistics, see remarks at page 70.

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THE JEYPORE AGENCY, including the native states of Jeypore, Bodogoda, and Chinna Kimedy, has been lately transferred from Bengal to this Presidency. There are 126 small Zemindaris in this Presidency.

4.—GAZETTEER OF PRINCIPAL PLACES IN MADRAS PRESIDENCY, Including some in Mysore and the Nizam's Territory.

(For Post-Offices see list, page 66.)

Arcot, North, a collectorate, military post, and railway station, 65 miles from Madras, by Madras Rail; 28 miles from Chittoor, where the collector resides. Population, 54,000. It is a fortified town, on a granite hill, over the Palar, on a very hot site; having brick barracks, hospitals, church, mosques, and the old palace of the Nawaub (Nabob) of the Carnatic. The fort was taken by Clive, in one of his earliest exploits, August, 1751, and defended by him against Rajah Sahib, whom he afterwards defeated. It was taken by Coote, from the French, 1760; and from Tippoo Sahib.

Arcot, South, a collectorate and zillah court, on the coast, containing *Cuddalore*, the chief town, 100 miles from Madras; which lapsed to the East India Company, with North Arcot, on the death of the last Nabob of Arcot, in the Carnatic, 1801. It includes the Porto Novo iron mines and Pondicherry, a French settlement. In Clive's time Anwar-ud-deen was Nabob of Arcot—the word Nabob, or Nawab, meaning a deputy to the Soobadar or Viceroy of the Deccan.

Arnee, Arni, a cantonment, 83 miles from Madras, on the River Cheear, in a flat spot, 400 feet above sea. Barracks, hospital, and old fort, near which Clive defeated Rajah Sahib, 1751. Here Hyder Ali kept his treasury, and defeated Sir E. Coote in an attempt to capture it, with the loss of a regiment of Coote's English cavalry.

Banda and **Nowgong.**—See Bengal Presidency.

Bangalore, Bangalor, the head-quarters of the Mysore division and of the Madras sappers, and a railway station on Madras Rail, 217 miles from Madras, 71 miles from Seringapatam, in a healthy spot, 300 feet above sea. Pop., 155,860. English fruits, vegetables, and flowers, as well as an English climate. Cubbon's and other Hotels. Trinity and St. Paul's Churches, Chapels, High School, Museum. Barracks at one of the best cantonments in India, Brahmin temples, pagodas, a central gaol, and Tippoo Sahib's palace, Lal Bagh gardens, and a fort, where Sir D. Baird, when a prisoner, was made to pump water. Taken by Lord Cornwallis, 1790. It is a great place for fancy balls, theatricals, and pic-nics. Trade in silk and cotton goods, sugar, betel nuts, spices, &c. Cleveland Town, founded by the late Gen. Cleveland. An extension of the railway is open to Mysore. The Kaveri Falls are 77 miles distant; the Neilgherry Hills, 160 miles. One seventh of the population died in the late famine.

Barkur, in South Canara, on the Malabar coast, north of Kondapore, noted for its ruined temples.

Bellary, Balari, a collectorate, zillah court, and head-quarters of the Ceded Districts, in Mysore; and a railway station (Madras line), 32 miles from Goondacul Junction, 305 miles from Madras, between the Rivers Kistna and Huggarey, 1,600 feet above sea. Population, 53,460. Arsenal and barracks, church, collector's kutchery on the esplanade, &c. It stands on a conspicuous fortified granite off-shoot of the neighbouring ghauts, 2 miles round, 450 feet above the plain; and includes upper and lower Forts of granite, one called Tippoo Sahibs, another like Edinburgh Castle; with large tanks and a gaol, within triple lines of works. Vellar Rock is like a sleeping man. Duck shooting. Copper is found in clay-slate under the hills, and the soil around is good *regar*, or black cotton ground, very open; on which cultivation is spreading. It includes *Sandur* (a native state under Bombay) and *Ramandrug* sanatarium. To *Bijanagar*, 34 miles, *viâ* Daraji, with stone ruins 3 to 4 miles long; old Palace, temples, aqueduct.

Berhampore, Burhanpur, Barhampur, a cantonment, zillah court, and chief town of Ganjam collectorate, near the sea, 16 miles from Ganjam, 656 miles from Madras, 380 from Calcutta, at the north-east corner of the Northern Circars and of the Madras Presidency. Population, 23,600. The cantonment, called *Baupur*, stands on a rocky height, over a plain bounded by hills, 8 miles distant. Population, 20,000. The collector's kutchery is at *Chatrapore*, 15 miles. A good road inland, past Baring's sugar works, at Aska (24 miles) to Russelconda; silk goods made here. Bear and leopard hunting in the hills.

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Beypore, Bepur, a port on the Malabar Coast, 8 miles south of Calicut, and a railway station at the end of the Madras line, 102 miles from Coimbatore, 406 miles from Madras; on the Coromandel Coast. The river makes a bar harbour here (reported to be unimproveable), to which much teak timber is floated down from the Ghauts and Neilgherry Hills. Iron is found near it. Some curious Umbrella Stone burial places are seen about 5 miles inland. S.W. monsoon, June to August.

Bimlipatnam, a port, 16 miles from Vizagapatam, on the Coromandel Coast. Population, 8,800. Cool, and no surf, October to April.

Bolaram, or Bolarum, 6 miles from Secunderabad, 12 miles from Hyderabad, 397 miles from Madras: a cantonment for the Nizam's forces, or Hyderabad Contingent, on a healthy granite plain of the Deccan, 1,900 feet above sea. English vegetables and fruits. A sanatarium and church here, with handsome stone cavalry barracks.

Calicut, Calicat, Kolicod, 8 miles from Beypore (Madras Rail), 103 from Oota-camund: a cantonment, zillah court, and port, on the Malabar Coast, and seat of the collector of Malabar. The British India steamer calls at this decayed town; memorable as being the first touched at by Vasco de Gama, 11th May, 1498, after rounding the Cape, 10 months from Lisbon. An English factory was founded here 1616, and it was ceded (1792) to the East India Company, who had acquired the Pepper Monopoly in 1729. Population, 57,085; one-third being Roman Catholics, natives of Portuguese blood. Here Mr. Conolly, the collector, was killed 1849, by fanatical Moplays of Arab descent. A club and church here. Some remains are left of a Palace of the native Rajah whom De Gama created a Zamorin, or "Lord of Rajahs." It gives name to *calico* cloths. Port closed in S.W. monsoon. About 40 to 50 miles north is *Mahé*, a remnant of French possessions in India.

Canara (South), or Kanara, a collectorate, on the Malabar Coast, adjoining that of North Canara, now annexed to Bombay. It gives name to the Canarese or Malabaree dialect, and includes Baikal. Here property has been immemorially in private hands, and does not belong to the State as in the rest of India. The capital is Mangalore.

Cannanore, Cannanor, or Kannanur, in Malabar district: a port and cantonment, a few miles north of Tellicherry, 122 miles from Seringapatam, 411 from Madras. Population, 26,390. It stands among groves of cocoa-nuts near the cliffs, where the barracks, bungalows, central gaol, church, chapels, and fort are placed. Part of the soil is held by the Moplay Rajahs. Cool, December and January.

Carikall, Karical, in Tanjore: a town and district of 63 square miles of fertile land, belonging to the French, 9 miles south of Tranquebar, on the Coromandel Coast, on the Cauvery delta. French hotels, barrack, theatre, churches. To the south of it is *Negapatam* (population, 48,600), which was a Portuguese and Dutch possession till 1783.

Chellumbrum, Chelambram, Chilambaram, 24 miles south of Cuddalore (S. Ind. Rail): a port on the Coromandel Coast, with a fine *Temple* or Pagoda, about 2,000 feet long by 700 feet broad, of granite and brick, consisting of a gigantic colonnade, called the "Hall of One Thousand Pillars," resting on as many as 930 pillars, in rows, leading up to the small square Vimana, which holds the shrines of Siva and his wife Parvate. Four gate pyramids, nearly 200 feet high, serve as entrances to the Temple, which is attended by 3,000 priests.

Chicacole, Chicacol, or Shrikakolam, a cantonment and chief town on the coast, in Ganjam collectorate, Northern Circars, 435 miles north-east of Madras, 110 from Ganjam. Population, 16,000. It stands on the Nangooloo, 4 miles from the sea, and has civil and military buildings, a church, mission schools, native fort, and remains of the Nabob's Palace. Fine muslin is made here.

Chingleput, Chengalpat, 34 miles S.S.W. of Madras: a former collectorate (now included in Madras), zillah court, and fortified town, on the River Palar, taken by Clive, 1752.

Chipauk, a Government Agency.

Chittledroog, or Chitradurg, in Mysore, 124 miles north-west of Bangalore: a strong native fort (durg) on the top of a rock, with six gates, native temples, tank, and magazine, where Tippoo Sultaun kept his treasures, and confined his prisoner, General Matthews. Old Fort and tombs (like stone kistoaens).

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Chittoor, Chittur, the chief town of North Arcot: a zillah court, and military post, twenty miles north of Vellore station (Madras line), or eighty miles west of Madras by road. A hot place on the River Puny, 1,000 feet above sea. The stone fort was taken by Hyder Ali, 1781, and the garrison killed. About 25 miles west is Pullamanairee, or *Palmaner*, in the hills, 1,200 feet above Chittoor, and used as a sanatarium.

Circars.—See Northern Circars.

Cochin, or **Kuchi,** on the Malabar Coast, under the Ghauts; 90 miles south of Beypore, 438 miles from Madras: a port and seat of the Rajah Rava Vurmah, or Muta Tumbaran, of Cochin (next to Travancore), where Albuquerque, in 1503, built the first Portuguese fort in India. Population, 19,000. British India steamers call here, at one of the best harbours on the coast. Trade in coffee, pepper, cardamoms, teak, sandal wood, coir, &c. It stands on a lagoon, or backwater, and has a dockyard from which large teak ships have been turned off for the navy; hotel, a ruined cathedral, an old Dutch church, a synagogue near the Rajah's Palace, and remains of an arsenal taken from the Dutch 1796. They settled here 1663. The Rajah is of the highest caste, a pure Chettiar, of long descent. In the town and neighbourhood are found Roman Catholic native Christians, Syrian Christians under the Patriarch of Antioch; as well as Brahmins, Mussulmans, &c. A little north of it (6 miles) is Narrakal, or *Naurakal*, another port and harbour of refuge; the S.W. monsoon does not reach it. This little native state is making good progress. A coast rail is projected. Cool, or N.E. monsoon, October to February.

Coconada.—See Godavery.

Coimbatoor, Coimbatore, or **Koimbatur,** a collectorate, zillah court, and station on Madras railway, in a healthy spot, 1,480 feet above sea; 305 miles from Madras, 101 miles from Beypore, 50 miles from Ootacamund, in the Neilgherry Hills. Population, 38,970. It stands on the River Noyel, near the West Ghauts, is subject to two monsoons, and has good airy streets, a cantonment, a small stone church, central gaol, fort, and ruined palace, built by Hyder Ali's governor, Madana. At *Perdura*, or *Peroor*, 2 miles, is the ancient Mel Chittambra Pagoda, of stone. The Neilgherries are seen 10 miles off; and 3 miles of a branch railway to Mottoopolliam, at the base, are open. To the south-west is the low pass, or ghaut, of Palgatcheri, on the Ponany, down to the west coast

Combaconum, or **Kumbhakonam,** a cantonment and civil station in Tanjore; 173 miles from Madras, 21 miles from Tanjore, South India railway, in a rich flat spot, near the river Cauvery; noted for its 30 or 40 Pagoda Temples, built by the Chola kings who reigned here, and gave name to the Cholomandalum, or *Coromandel Coast*. One pagoda is 12 storeys high, the tallest in India, built of granite and brick with stucco ornaments. It is a place for pilgrims and business. On the Vellar, 12 miles, is Colonel Cotton's large annicut, or dam, made 1850. Population, 50,100.

Comorin Cape.—See Palamcotta and Travancore.

Conjeeveram, Kunji-(or **Kanchi-**)**veram,** a railway station (South India line), 59 miles south-west of Madras, on the River Wegawati: a mud-built town (population, 37,275), and sacred city of the Hindoos, noted for its Pagoda Temples, and for the defeat and capture of Colonel Baillie's forces, 9th September, 1780, by Hyder Ali. The largest temple has a lofty gate, and a fine prospect from its high summit. An extension of the Carnatic line to Cuddalore is projected on the metre gauge of 3ft. 3⅜in.

Coonoor, or **Koonoor.—See Ootacamund.**

Coorg.—See Merkara.

Coringa.—See Rajahmundry & Godavery.

Coromandel Coast, on the east side of the Peninsula.—See **Combaconum.**

Cuddalore, Cuddalor, or **Gudalur,** a zillah court, the chief town of South Arcot collectorate; 125 miles south of Madras, South Indian railway, in a flat spot, at the mouth of River Panar, on the Coromandel Coast; the residence of the Governor of Madras till 1820. Population, 53,545 *Fort St. David*, where the company built a factory, 1686, figured in the contests with France in the last century, and was given up to the English at the peace of 1783. Bernadotte, King of Sweden, fought as a sergeant in the French army. The

citadel is in the Travada Pagoda. Clive, when he began his career, was a clerk at Fort St. David, and from here he went under Major Lawrence to the unsuccessful attack on Pondicherry (to the north), 1748, and the subsequent capture of *Devecotta* (to the south). At *Trincomalee*, 70 miles, is a fine pagoda on a hill.

Cuddapah, Kadapa, or Kadopa, a collectorate, cantonment, and station, on Madras railway; 163 miles north-west of Madras, in the Ceded Districts, on a hot dry plain, 510 feet above the sea, near the Bogawanka and Pennar. Barracks, hospital, and an old fort. At Chinoor, on the Pennar, 7 miles, are found the Golconda diamonds, like those in the necklace given by the City of London to the Princess of Wales on her marriage. Mr. Streeter has an agent here. The native state of *Bungunpully* is near this. About this and the Kurnool district, the rocks, as lately surveyed by Mr. King, are quartz, slate, and limestone, belonging to the old portion of the Vindhyan series of north-west India. The American mission here numbers above 7,000 converts. The irrigation canal is a failure.

Cuttack.—See Bengal Presidency.

Dorunda, Doranda, a native cantonment; Chota Nagpore, 2,100 feet above sea.

Dindigul, or **Dindigal,** a division of Madura collectorate, and cantonment, 38 miles north of Madura, South India railway, 259 miles south-west of Madras. Population, 13,009. It has a rock-built fort in a healthy valley, near the Siru Malle Hills (3,500 feet above the sea), and was given up by Tippoo, 1792. Tobacco and chinchona bark grown. Good hunting and fishing. The *Palnai Hills*, 20 miles to the west, are an isolated range, 7,364 feet high at *Mount Permaul*, being higher than anything else south of the Himalayas.

Dowlaishweram, or **Dowlaserum,** a cantonment in the North Circars, 7 miles from Rajahmundry, near the great annicut, or dam, in the delta of the Godavery. Here are the workshops for the annicut, which is 4,200 yards long, and has been of use to the navigation.

Ellichpoor, a district in E. Berar, cantonment for the Hyderabad Contingent, and a walled town, on the Taptee, in the Nizam's Dominions, 100 miles from Nagpore, and 30 from *Oomrawuttee*, on the Great Indian Peninsula Rail. Population, 26,739. The fort of *Chickulda*, near *Gawilgurh*, 120 miles to the north, is a pleasant hill retreat, 3,775 feet high; with an old Fort, fine scenery, and game in plenty.

Ellore, in the Godavery district of North Circars, 40 miles north of Masulipatam, in the Eastern Ghauts. Population, 25,095.

Erode, a junction on Madras Rail (243 miles from Madras), where the South Indian line, of 168 miles, goes out to Trichinopoly and Negapatam.

Fort St. David, formerly Tegnapatam: a ruin, 3 miles north of *Cuddalore*, in South Arcot. A colossal stone Bull is to be seen.

French Rocks, a cantonment in Mysore, 15 miles north of Seringapatam.

Ganjam, a collectorate, and zillah court, in North Circars, 673 miles north-east of Madras, 362 miles from Calcutta, in a fever-haunted flat next the Bay of Bengal and Chilly Lake, under the East Ghauts. Salt is made here. Dak bungalow. Cool and no surf, November to March.

Godavery, a collectorate, and zillah court, corresponding with that of *Rajahmundry*, having that place for its chief town, in the delta of the Godavery, 366 miles north-east of Madras. The River Godavery rises at a famous pilgrimage near Nassick and the West Ghauts, and runs east across India, 900 miles, through the East Ghauts, to the Bay of Bengal, adjacent to the delta of the Kistna. Its fall is gradual, and boats can ascend it for 700 miles to the heart of the Deccan, past the great annicut at Dowlaishweram and the Chandah coal-field. Shipbuilding is carried on at *Coringa* (population, 5,700), the north mouth of its delta, where the channel is filling up; and at **Coconada,** 12 miles north of Coringa, a growing port (population, 28,960), one of the best hereabout for small craft; with an Hotel, and anchorage 6 miles off. Its harbour is kept clear only by continually dredging the immense quantity of silt brought down by the river. An irrigation canal, 90 miles long, joins the neighbouring deltas of the Godavery and Kistna, passing near Ellore and the *Colair Lake*, 24 miles long. The soil is a rich black cotton ground, and grows heavy crops of rice. Poor coal is found at Beddadanole. N.E. monsoon, Oct. to April, cool.

Golconda, 6 miles from Hyderabad, in the Deccan: a strong hill Fort, containing the Nizam's treasury, and the burial-place of the former kings of Golconda, whose vast enamelled granite tombs are here surrounded by groves and mosques. The so-called "mines of Golconda" never had an existence; but the diamonds discovered near Parteall, Cuddapah, and elsewhere, found a good market here, where they were cut and polished, and thus were designated as of Golconda. The Mallavilly diamond mines near Kondapilly, on the Kistna, were also the Nizam's property, and served to give names to the *Golconda Coast* between the Godavery and Kistna rivers.

Goondacul, a junction on the Madras rail, where the Bellary line comes in.

Gooty, Ghooty, or **Gutti,** in the Ceded Districts: a cantonment, and railway station, 257 miles north-west of Madras, Madras rail. Population, 4,400. It is a strong, natural hill fort, near the River Pennaur, 2,200 feet above the sea, and 1,000 feet above the plain. Here Governor Sir T. Munro died of cholera, and was buried 1827.

Gulberga, on the Great Indian Peninsular line, near Shahabad.

Guntoor, Guntur, or **Gantur,** a zillah court, and the seat of the *Kistna* collectorate (into which Guntoor and Masulipatam are merged), 252 miles north of Madras; 20 miles from the North Kistna; 40 miles from the Bay of Bengal. Population, 26,000. Here are a cantonment, an Old and New Town, and a fort. Cotton is grown.

Hallabeed, Halebid, in Mysore, noted for some well carved ruins (the name means "ruins"). Some of the carvings from a Temple, 200 feet square, are at Bangalore Museum.

Hingolee.—See Bengal Presidency.

Hoonsoor, or **Hunsur,** in Mysore, 13 miles south-west of Seringapatam. Here is a government farm, with manufactures of flannel and buff accoutrements.

Hoshungabad.—See Bengal Presidency.

Hosur.—See **Ossoor,** in the Salem district.

Hurryhur, Harihar, or **Hari Hara,** in Mysore, 380 miles west-north-west of Madras: a cantonment and small town near the River Toongaboodra, and Chittledroog, on a healthy plain, 1,900 feet above the sea. Good Bridge. In the fort is a temple to the two-headed god, Hari-Hara, or Vishnu and Shiva.

Hyderabad, "Hyder's Town," in the Deccan, the capital of the *Nizam's Dominions*, and a Residency, among granite hills, 1,700ft. above sea, 390 miles from Madras, 491 miles from Bombay. The Resident reports to Calcutta; the Brigadier to Madras; the Subsidiary Force is under Bombay. Population, 354,965, with Secunderabad, &c., and including 8,000 Arabs, who are allowed to pass in through Bombay; and 3,000 Rohillas, or military adventurers. A large, picturesque-looking, dirty, and fanatical Mussulman city, on the River Moosa, or Moosee, within a stone wall, 3 miles by 2 miles, founded 1590, by Muhammad Kuli, King of Golconda. Two Hotels, two Clubs, race-course, and antelope preserves. Handsome Grecian Residency; the Nizam's Palace; the Jama Musjid, or chief mosque, and the Chaur Minar, or Four Minarets, both built by the founder of the city; Col. Oliphant's granite bridge, 600ft. long, between the Residency and Palace; the Kang Mahal, built by the half-heathen Col. Kirkpatrick, for his Indian wife; and the country-house of the Nizam's minister. A church, Roman Catholic college, and school of medicine here. Several houses of the nobility are worth notice, with their gardens and fountains. In the neighbourhood are large Tanks, one being a lake 20 miles round; Secunderabad, 6 miles, the military station for the Subsidiary Force, 1,800ft. above sea; Bolarum, 12 miles, where part of the Contingent is stationed, 100ft higher; and Golconda, 7 miles, the old capital and burial-place of the first kings, which gives name to the Golconda diamonds. Silk and kincob embroidery are made at Hyderabad. The Nizam's revenue is £2,250,000.

Aurungzebe created the Nizam his Soobadar, or Viceroy of the Deccan. Malcolm was Assistant Resident when the Nizam's corps of 10,000 men, trained by the French, and preparing for a *coup d'état* against the English, were cleverly disarmed. The young Nizam, Meer Maboob Ali Khan, succeeded 26th Feb., 1869, on the death of his father, Afzal-ud-Dowlah; and the country was carefully administered by the native minister, Sir Salar Jung, G.C.S.I. Great improvements have been effected;

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the treasury is full; the police and army are on a right footing; and the dangerous mob of the capital is thoroughly restrained. The Resident's duties with reference to the Nizam are political (*i.e.* diplomatic) only; but he administers the Assigned Districts of Berar as Governor. The Contingent numbers 8,200 men of all arms, in seven cantonments, under British officers. A railway on the broad gauge (5ft. 6in.), 116 miles long, from Waddy, on the River Beema and Great Indian Peninsula line, was opened 1874.

Jaulna, or **Jalnah**, in Berar: the seat of the Commissioner of the Hyderabad Assigned Districts, and a cantonment, 40 miles from Aurungabad, 240 miles from Hyderabad, in a rugged, healthy spot, 1,950ft. above the sea. Population, 10,000, chiefly Hindoos. Barracks, hospital, church, and chapel, 2 miles from the native stone-built town and old fort. English vegetables and fruit. Good sport.

Jeypore, or **Jaipur**, a political Agency, in Orissa, between Nagpore, in Central Provinces, and the Madras Presidency; with a chief town near the River Sabree, 110 miles north-west of Vizagapatam, in the Eastern Ghauts. It includes the native states of Bodogoda, Chinna Kimedy, and Jeypore; and was transferred from Bengal to Madras, 1871.

Jubbulpore.—See Bengal Presidency.

Kamptee.—See Bengal Presidency.

Kannanur.—See **Cannanore**, in Malabar.

Kistna, Kistnah, or **Krishna**, a collectorate and zillah court, including Guntoor, its chief town (as above), and Masulipatam, on the delta of the sacred *River Kistna*, which rises in the West Ghauts, near Mahabuleshwur and Sattara, and runs 800 miles east to the sea, south of Masulipatam, here sometimes called the Golconda Coast. Its navigation has been improved by the Bervada annicut (or dam), 1,250 yards long, made 1851-5. The great *Kistna Viaduct*, on the Bombay and Madras Rail, is 3,850 feet long and 62 feet high, on thirty-six openings of 107 feet each.

Kotagherry, a sanatarium in the Neilgherry Hills, 10 miles north-east of Ootacamund, consisting of about twenty houses, in a balmy air, near the Kotagherry Ghaut, 6,600ft. above sea. A weekly bazaar.

Kurnool, Karnal, or **Karnul**, a collectorate and cantonment in the Ceded Districts, 96 miles from Bellary, 290 miles north-west of Madras, on the River Toongaboodra. Population, 20,330. A large Fort here, containing the old palace of the Nabobs, who reigned here from 1651 to 1839. It was ceded by the Nizam, 1800. The people are Pathans, or Mussulman Afghans, of the old fighting bigoted sort.

Lingasoogar.—See Bengal Presidency

Maddakerry, the chief town of Coorg, in a pleasant climate.—See **Merkara.**

Madras, seat of the Presidency government, a collectorate, &c.—See page 88.

Madura, a collectorate (including Dindigul), zillah court, and station on S. Ind. line, 96 miles from Trichinopoly, on River Vygah, or Vigay, near the further end of the Peninsula. Population, 73,810, chiefly Tamil-speaking. It is a very old but clean place, taken by the English, 1781, having remains of a Hindoo university, founded about 500 A.D., by the Pandyan kings (kings of Ptolemy's *Regis Pandionis)*; and a fine choultry and pagoda, built or enlarged by Trimal Naik, a munificent rajah, whose 17th century palace is here. The *Choultry* is a splendid granite *Hall*, 333ft. by 82ft., on 128 stone pillars, and was built 1623-45, at a cost of a million sterling. It serves for an entrance to the great Pagoda, or *Temple of Minakshi*, which covers 20 acres, and has nine tower-like gates, and a Tank of the Golden Lotus, so called from the gold bench on which candidates for degrees used to sit. Trimal Naik's *Palace* contains a great Saracenic Hall, with a dome 90ft. across, where the Judge holds a court. Outside are *Trimal Naik's Tank*, a lake with a temple in it; English and Roman Catholic churches; the American mission house, at Parsamully, 2 miles; and the native lighthouse pillar to Mr. Blackburn, a former collector.

The American mission numbers 7,000 converts, and has a normal school. Good scarlet dye, tablecloths, napkins, &c., are made. The Aligherry Hills to the south-west, are 4,219ft. high, and in this direction is the River Perryaur, running to the west coast, but the water of which is borrowed, for irrigating purposes, to increase the volume of the Vigay, running east. The native state of *Poodoocottah*, or Rajah Tondiman's Territory, is 40 miles down

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the river; containing much rock, jungle, and innumerable tanks. The Rájah is recognised head of the Kamiah or Thief caste. His capital is a fine town, with a Palace surrounded by jungle. About 70 miles further, at the mouth, is the sacred island of Rameshwaram, dedicated to Rama, and leading over to Ceylon, *vid* Adam's Bridge.—See **Dindigúl** for the Palnái Mountains.

Mahaballipooram, or **Seven Pagodas.**—See **Sadras.**

Mahé, about 2 square miles, is a little slice of French territory, in a fine spot, a few miles south of Tellicherry.

Malabar, a collectorate on the *Malabar* (Malay) or *West Coast*, under the Ghauts, including *Calicut* (where Vasco de Gama first touched, 1498), *Cochin*, 438 miles from Madras, Cannanore, and the Wynaad, annexed 1792. Many of the people are of Arab, Jewish, and Portuguese blood, or belonging to the old Syrian church. The collector resides at Calicut; the military authority at *Cannanore*. The fine teak plantation was formed by Mr. Conolly, the collector, in 1844, along the River Bepur.

Manar, or **Manaar,** a peninsula and island at the north-east side of Ceylon, towards *Rameshwar*, commonly called Adam's Bridge. It has an old Jesuit church on it for the Portuguese converts. The telegraph wire goes this way across the Strait between the mainland and Ceylon.

Mangalore, Mangalur, a Rájah court, harbour, and cantonment, under the name of *South Canara*, on the Malabar Coast, adjoining *North Canara*, the southernmost corner of the Bombay Presidency, 440 miles from Bombay, 130 miles from Seringapatam. Population, 32,100. At the cantonments are the collector's kutchery, the Sepoy lines, hospital, church, a mission house of the Basle Society, and three Roman Catholic churches. Converts here are mostly of Portuguese descent. There is a pretty good harbour on the Indian Ocean, outside the backwater, made by the River Balore, where Hyder Ali built his teak men of war. At Kirkul is an ancient Hindoo temple. The district was annexed, 1799. Dry season, September to May.

Masulipatam, or **Machlipatanam,** a cantonment and port, in the Kistna district (now including Guntoor), near Colair Lake, the delta of the Kistna, 315 miles north of Madras, in the North Circars. There is little surf on this part of the Coromandel Coast. Cool, October to April. It was taken by the English, 1759. Piece goods (tartans, ginghams, &c.) and snuff are made. It stands on an unhealthy plain; having a Church, chapel, market in "Robertson Square," arsenal, &c., in the fort, and a remarkable series of thirty-three bas-reliefs, of Jain ceremonial observances, brought from a pagoda 7 miles distant. See Vol. 13 of *All the Year Round* for an account of a cyclone here. The Telugu missions at Guntoor number more than 6,000 native converts.

Merkara, Maddakerry, or **Madikeri,** a cantonment, and the chief town of the picturesque district of **Coorg**; first occupied by Col. Lindsey, and annexed 1834 to Canara, now to Mysore. It stands near the West Ghauts, 73 miles west of Mysore, 361 miles from Madras, 4,500ft. above sea; and has a fort and the Rajah's palace, now used for public offices. The last Rajah died a Christian, in London, 1859; one child, Victoria, had the Queen for godmother; another was married to Sir Jung Bahadoor, of Nepaul. A church here. Coffee, cocoa, chinchona are grown. Coorg has about 120 inches of rain.

Mominabad, in the Nizam's territory: a cavalry station for the Hyderabad contingent, 24 miles from Barsee (Great Indian Peninsula Rail), 175 miles from Hyderabad.

Moulmein, or **Maulmein,** in British Burmah, a military post under the Madras command, opposite Rangoon.—See this name in Bengal Presidency.

Mysore, or **Maisur,** a divisional command, the capital of the Mysore province (surrounded by the Madras Presidency and by Khandeish), and was the seat of a Chief Commissioner, Col. Malleson, who, under the Viceroy, governed on behalf of the young Maharajah until he came of age; and was also the chief authority for the province of Coorg. It was restored to the family of its Hindoo native rulers at the fall of the Mohammedan usurper, Tippoo, at Seringapatam, 1799. Population, 58,000. It stands 2,450 feet above the sea, near the Cauvery, 85 miles from Bangalore by rail, 295 miles west of Madras, and has a Residency, a church, and a fort, containing the Maharajah's palace and gold throne. The present sovereign born 1862, is

a capital cricketer. The Silladar Horse, first raised from Tippoo's cavalry, 1799, are now reformed and carefully drilled. An infantry force, called the Barr is of the same date. Mysore, with Coorg, is a great coffee and silk producing district. The silk was first introduced by Tippoo Sahib. It contains Nandidroog, Ashtagram, and Nagur; and has 370 square miles of forests, in which excellent sandal wood is grown. The tribute is to be 34 lakhs (instead of 24) after 1886.

Nagode.—See Bengal Presidency.

Negapatam, a Coromandel port at one end of the South Indian line. Population, 33,855. Hotel, old Dutch church, and St. Peter's College. Cool, November and December.—See **Carikall.**

Neilgherry Hills.—See **Ootacamund.**

Nellore, Nellor, or Nellur, a collectorate and zillah court, 108 miles north of Madras, in a flat part of River Pennaur, 20 miles from the coast. Population, 27,805. It has an old crumbling well and fort, with a church, hospital, gaol, and tank or lake, near which the officials live. A new anicut dams the river. It was ceded, 1801, by the Nabob of Arcot. Copper and iron have been found in the district.

Nizam's Territory.—See **Hyderabad,** the capital.

Northern Circars, a strip of the Coromandel Coast, from Motapilly to Ganjam, annexed by Clive, 1759, and now divided into four districts.

Nundial, or **Nandyal,** a zillah court, 38 miles south-east of Kurnool, where the judge holds a court.

Ootacamund, Utakamund, or "Ooty," a commissionership, cantonment, and sanatarium, in the Neilgherry, or Blue Mountains, south of Mysore, 28 miles north-west of Metapollium which is the nearest railway station, 302 miles from Madras, and 104 miles from Beypore (Hotel here), to which a steamer runs from Bombay. Population, 10,000. It stands in a punch-bowl hollow, near a lake, 7,300 ft. above the sea, 1,100 feet lower than Dodabeta Observatory, on one of the highest peaks of the mountains, 800 feet above Kotagherry; and was first brought into notice about 1821, when Mr. Sullivan built a house here, and Sir W. Rumbold another, now used as a club and ball room. Of six passes or ghauts, the easiest are the Kotagherry, Coonoor, and Seegoor, on the Madras and Coimbatore sides. The Goodaloor and Koondah are convenient for Beypore and Calicut, on the west side. Refreshment Rooms, or Hotels, at Pothanore, Metapollium, and *Coonoor* (a church). Houses are perched about on various sites, called Charing Cross, Snowdon, Saddleback, Avalanche Hill, and such like. There are bazaars, shops, a Gothic church, chapels, schools for English and native children, and splendid drives. English fruits and vegetables grow here; a real fire is enjoyed in June; and warm clothing is essential. In the rainy season, at the south-west monsoon, the drizzle or Scotch mist clears away only to be succeeded by a London fog.—(Burton's *Goa and the Blue Mountains*). Kotegherry and *Coonoor*, both 12 miles distant, and Wellington (or Jackatalla), a little nearer, are warmer, and better for invalids. Dimhutty, near the Orange Valley, is only 4,500 feet high. Mr. Boulow, the Commissioner, has stocked the rivers with trout.

The **Neilgherry Hills** form a granite range, 40 miles by 15 miles, broken up by ravines and dykes, of trap, especially in the Koondah, or Kunda, range, which are 8,350 feet high on the Dodabeta range, and 8,837 feet in the Animalley range, the highest of the whole, further south. Among the sights are Oolacul Droog, a fort built by Hyder Ali, the Khaity and Bhawany Falls, and many cairns, stone circles, and kistvaens. Game is plentiful—as woodcocks, partridge, snipe, the great sambhur, or elk; the bison, wild hog, ibex, and leopard; sometimes the elephant and tiger. The newly-formed District contains 1,000 square miles, and a population of 38,000; including about 13,000 acres of thriving government plantations. There are 2¼ millions of chinchona or quinine plants, covering 950 acres; some 30 feet high. The parent-stock was brought from South America, chiefly through the exertions of Mr. C. Markham, C.B. Tea plantations (2,000 acres 1875) and coffee (13,000 acres) are flourishing. Also, eucalyptus or blue gum, and other trees from Australia, designed to take the place of teak timber. The *Lawrence Asylum*, at Lovedale, founded as a memorial of Sir H. Lawrence, and now partly occupied by orphan children of soldiers, has cost about £70,000.

Ossoor, Oossoor, or **Hossur,** in the Salem district: the Madras remount depôt for the government stud, 188 miles from Madras, 25 miles south-east of Bangalore. It covers 200 acres, and has a bazaar, bungalow, &c. Population, 6,400.

Palamcottah, or **Paliamkota,** a cantonment in Tinnevelly, near the River Chindinthura, or Tamraparni, on a plain 120 feet above the sea, 3 miles from Tinnevelly, 377 miles from Madras. Population, 18,000. A fort, about a quarter of a mile each way, with barracks, church, and tanks, and a bridge over to Tinnevelly and its Pagodas. The *Falls* of Cootallum and Paupanassum, up the river, near the West Ghauts, and the shell and pearl fisheries at Tuticorin, on the east coast, are 30 to 40 miles distant. **Cape Comorin,** at the further end of India, is about 60 miles distant; a low sandy point, marked by an old Dutch church, some ancient temples, and a fort. Its name is derived from *Kumari*, the maiden name of the goddess Durga; and it is the home of the Cumro, or Welshmen. The Ghauts end 1½ mile from it; after falling to 2,000 feet within 20 miles of it. On the level, near the Cape, a Base Line for the Trigonometrical Survey was measured 1868-9, by means of 72 triangles, over an area of 6,500 square miles; and from hence the triangulation has been carried up to the Himalayas. Two lighthouses are building at the Cape. Its neighbourhood is recommended by Sir A. Cotton as suitable for a great harbour for commercial purposes.—See **Travancore.**

Palaveram, or **Palavarum,** a cantonment 12 miles from Madras, 3½ miles south of St. Thomas's Mount, near the sea.

Pambaum, or **Pamban.**—See **Rameshwar.**

Penang, a military post in the Madras command, in the Straits Settlements.—See Route 21.

Pondicherry, or **Puducheri,** the capital of the French East Indian territory, on a sandy part of the Coromandel Coast, at the mouth of the River Aryakuppam, 88 miles south of Madras; 12 miles from Cuddalore, S. Ind. Rail. Population, 35,000. Here, in a well laid out town, are hotels, cafés, a theatre, opera house, Catholic cathedral, the Governor-General's house (His Excellency M. Marc St Hilaire), the White and Black forts, dock-yard and citadel, and a lighthouse. Masoola boats are used to cross the surf. Mail steamers to Calcutta, Madras, &c; cold, December to February. It was bought by the French, 1674; successfully defended by Governor Dupleix against Boscawen and Major Lawrence, 1748; taken by Sir E. Coote from Governor Lally, 1761; again taken by Sir H. Munro, 1778; and finally restored to the French, 1817. The surrounding district includes Valanour and Bahur. There is a project for an interchange of territory, to consolidate the French Indian possessions at this spot and Carikall.

Poodoocottah.—See **Madura.**

Port Blair.—See Bengal Presidency.

Porto Novo, an old town, with a good harbour, on the Coromandel Coast, at the Vellaur's mouth, 26 miles south of Cuddalore, 126 miles from Madras, on S. Ind. Rail. Here were Dutch and French factories; and here Hyder Ali was defeated, 1781. It was taken, 1661, by Shahjee, the Mahratta chieftain. Iron is found; and it has a disused foundry of the East India Iron Company's works. About 7 miles south are the *Chellumbrum* pagodas.

Pulicat, Palkkat, or **Palikat,** 25 miles north of Madras, on the coast; at the mouth of the *Pulicat lagoon*, made by the sea, 33 miles by 11 miles. It was once occupied by the Dutch, and is near *Karimanal*, a place which gave name to the Coromandel Coast. On the hills to the west is the Tripetty Temple, covered with gilt copper, a place of pilgrimage dedicated to Vishnu. Buckingham Canal runs hence towards Madras.

Pulnai, or **Palnai, Hills.**—See **Dindigul.**

Quilon, or **Kolan,** a cantonment, and harbour, in Travancore, on the Malabar Coast, 261 miles from Trichinopoly, 459 miles from Madras. Population, 20,000. Cantonment, 5 miles round, with barracks, hospital, residency, church, and the Krishna pagoda. It dates from the ninth century; and belonged to the Portuguese and Dutch. There is a Dutch factory at Eddava. Canal communication with *Trivandram*, the Rajah's capital.

Raepore, or **Raipur.**—See Bengal Presidency.

Raichore, or **Raichoor,** in the Nizam's Territory: a station on the Great Indian Peninsula Rail, where it joins the Madras line; 443 miles south-east of Bombay, 330 miles north-west of

Madras. It stands near the Kistna, and gives name to the *Raichore Doab*, a peninsula tract between the Kistna and Toongabudra. Cantonment and old Fort.

Rajahmundry, or **Rajamahendri**, the capital of the Godavery district, in the North Circars, on the delta of that river, 366 miles north-north-east of Madras, 40 to 50 miles from the sea. Population, 24,555, Hindoo and Mussulman. It has a fort containing the court-house, church, barracks, central gaol, hospital, magazine, in an old temple of black granite, mosques, and houses of the Zemindars. Steam ferry over the river, 2 miles wide. Tablecloths are made here and at Samalcottah, near the sea. Good sport in the hills. Up the river are Arbuthnot's sugar factory, and the great annicut at *Dowlaishweram*, where the Godavery is 4 miles wide. Shipbuilding at *Coringa*, on the coast. *Yanam*, or *Yanaon*, belongs to the French.

Rameshwar, or **Rameswaram**, a sacred island on the Coromandel Coast, dedicated to Rama, at the Vygay's mouth, 105 miles from Madura, between the mainland and Ceylon. It is a low sandy flat, 11 miles long, once part of the mainland; and the most southern place for Hindoo pilgrims, who come with water from the Ganges to visit the god's shrine or temple; which stands under a massive granite Pagoda, altogether extending 1,000 feet by 660 feet. At the east end of the island is the Gulf of **Manaar**, or *Adam's Bridge*, next to Ceylon, to which the telegraph wire is carried. At the west end is **Pambaum**, a military post and port, where the *Channel* towards the mainland, 7m. long by 1m. broad, has been deepened since 1830, allowing many small craft to pass this way, instead of going outside Ceylon. It was safely navigated by H.M.SS. Pluto and Nemesis. Upwards of 2,000 small craft go through yearly, and the increased depth now serves for vessels drawing 11 feet at neap tide. The saving of distance is about 350 miles. At **Ramnad**, on the mainland, is a fort, with Protestant and Catholic churches, the Zemindar's palace, and pagodas. The Zemindar was guardian of Rama's temple.

Rangoon, the capital of British Burmah, and a military post, on the east side of the Bay of Bengal.—See this name in *Bengal Presidency*.

Sadras, 40 miles south of Madras, formerly a Dutch factory, near **Mahabalipooram**, **Mahavellipore**, or *Seven Pagodas*—so called from the Buddhist temples, excavated out of the granite cliff along the coast, forming domes and pinnacles 20 to 40 feet high, one of which, standing lonely in the water, is a well-known sea mark, and is the scene of Southey's "Curse of Kehama," where Kailyal watches her lover from the beach. Some of the carvings are good. Five other pagodas are said to be under the waves.

Salem, **Shelam**, or **Chelam**, a collectorate zillah court, military post, and station on Madras Rail, in the South Carnatic, 207 miles south-west of Madras, on the River Tyromani, in a fertile valley, 1,070 feet above sea, near the Shervaroy Hills. Population, 50,670. The Local Irregular Infantry are stationed here. An old fort, hospitals, central gaol, and other buildings. Cotton and silk goods made; and a trade in wutz, or Indian steel, from the magnetic iron ore found in beds 50 to 100 feet thick. The district is well supplied with tanks and wells. English fruits and vegetables, coffee, tea, cinnamon, &c., are raised in the *Shervaroy* or *Shivardi Hills*, 7 to 15 miles to the north, where small coffee and farming freeholds can be bought. These hills make a fine healthy table-land, 7 miles by 3 miles, and 4,935 feet high at Mount Mutu. Good sport in hunting the bison, hog, elk, leopard, tiger, and elephant. Paulamally, a peak to the west, on the Cauvery, is 4,955 feet high.

Samulcottah, in the North Circars: a cantonment on a flat coast of the Bay of Bengal, 30 miles east of Rajahmundry; ceded 1766.

Saugor.—See Bengal Presidency.

Secunderabad, or **Sikandarabad**, "Alexander's Town," 6 miles north of Hyderabad, a railway station on the Nizam's state line, 534 miles from Madras, Madras rail, *via* Shahabad, in the Nizam's territory: a cantonment of the Hyderabad Subsidiary Force, 1,850 feet above sea. Population, 40,000. Here are extensive barracks, hospitals, a church, &c., near a lake; and two granite hills crowned by Mahomedan tombs. The Force (5,170 men) is under the Governor of Bombay. The situation is said to be healthy, though hot (with bad water), and possesses several natural and strategical advantages. *Bolarum* is a more healthy cantonment for part of the Hyderabad Contingent, on a higher ridge, 5 miles north, where English fruits

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and vegetables grow. Hog hunting. *Roads*—To Nundair (on the Godavery) and Hingolee, 207 miles; to Bezoara, and Masulipatam on the Coromandel Coast, 221 miles.

Seetabuldee.—See Bengal Presidency.

Seringapatam, or **Shrirangapatanam** (*i.e.* Vishnu's City), a cantonment in Mysore, 9 miles from Mysore, 75 miles from Bangalore, 284 miles from Madras, in an unhealthy spot, on the River Cauvery, 2,400 feet above sea. Population, 11,000. Hyder Ali made it his capital, 1765, and it was taken, 1799, from his son, Tippoo, who was killed in the assault. It stands on a fortified island, 4 miles long, in the river, containing Tippoo's ruined palace and harem, where the chained tigers were kept; the Hindoo rajah's palace, near the Temple of Shriranga; the Jumala Musjid, built by Tippoo; and the gardens containing the fine mausoleum of Hyder and Tippoo, near the graves of Colonel Baillie and other English prisoners. Darya Bagh, a seat of Tippoo's, was occupied by the Duke when, as Colonel Wellesley, he commanded the 33rd at the siege of 1799, under General Harris. On 27th March he defeated the Mysoreans; on the 5th April following he failed in a night attack, and was nearly killed, but was successful the next morning. The final assault on 4th May was led by General Baird, who had been Tippoo's prisoner. Wellesley was made commandant, with John Malcolm for secretary. French Rocks cantonment is 5 miles; at Belgula, 30 miles, is the Jain Temple of Parasnath; and 50 miles down the Cauvery are the fine *Falls of Seevasamoodrum*, or *Falls of the Cauvery* (or *Kaveri*), the Gangana Chuki and the Barra Chuki, 200 feet and 100 feet high, near temples and a bridge.

Seringham.—See Trichinopoly.

St. Thomas's Mount, the head-quarters of the Madras artillery, on the coast, 8½ miles south of Madras, near a hill 300 feet high, on which stands a Portuguese church, built 1547. Population, 8,000. At the cantonment of 750 acres are barracks, a large mess room with portraits, Colonel Noble's pillar, churches and chapels, schools, &c. Large banyan and other trees. The *Mahratta Ditch* was thrown up by the 73rd Highlanders, 1780. St. Thomé, or Thomas, is said to be either the Apostle of India, or St. Thomas Aquinas, the "angelic doctor," whose church stands on the *Little Mount*, outside Madras.

Sumbulpore.—See Bengal Presidency.

Tanjore, Tanjor, or **Tanjawur,** a collectorate, military post, and railway station on the South Indian line, 362 miles south-south-west of Madras, but only 194 miles by road, 30 miles from Trichinopoly, 50 miles from the sea, by a branch of the Cauvery. Population, 54,735. It belonged to a line of Mahratta Rajahs, descended from Seevajee, and ending 1835; and stands on a plain inside two Forts, 6 miles and 1 mile round, containing a great 14 storey *Pagoda* of the 11th century, 200 feet high, 82 feet square, with a black granite Bull in front; the old *Palace*, and a church at the Tank, built 1770, by the excellent Schwartz, who founded the Mission here, and was the tutor of Rajah Serfojee, or Sharfojee. The Rajah, who died 1832, was a poet and musician, spoke English and French, was a good shot, and in many respects an extraordinary man.—(Heber's *Journal in India*). He dedicated a statue by Flaxman to his friend, Schwartz, who is buried in a second Church at Manamootoo, outside the Fort. Service in Tamil and English. The Mission is in a prosperous condition. Silk, cotton, and muslins are made. Vast rice-fields cover the delta of the Cauvery; the waters of which are navigated by boats made of basket-work and leather. *South Tanjore* is a separate zillah court.

Tellicherry, Tellicheri, or **Talaitcheri,** seat of a zillah court in Malabar, 13 miles south of Cannanore: a healthy but wet spot, near the West Ghauts, noted for its trade in cardamoms, sandal wood, pepper, cocoa-nuts, and coir. Population, 26,410. It has a club, bungalow, and citadel containing a court-house and gaol. H.M.S. Superb was wrecked 1781, near a reef, which makes a natural breakwater about quarter mile from the shore. *Mahé*, a French settlement, is 5 miles distant. Cool, September to February.

Thayetmyoo, or **Thyetmyo,** and **Tongloo,** two cantonments in Burmah, in the Madras command.

Tinnevelly, or **Tirunelvelli,** a collectorate and zillah court, near the south corner of India, below the East and West Ghauts; 445 miles south-west of Madras, South Indian Rail; 3 miles from Palamcotta, on the River Chindimkoora, or Tambrapoorney. Population, 23,225. It is well-

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built and has two granite Pagodas, with a handsome bridge, erected by a native. A Church Mission here. The Cootallum Falls and Tuticorin pearl fisheries are 30 or 40 miles distant, west and east. **Tuticorin** (population, 15,600), to which the rail comes, the only port, is supplied with water by a new cut from the river. Two Hotels. Cotton, rice, and cocoa-nuts are grown. Cool monsoon, November to April.—See **Palamcottah**.

Tiruputty, Tirupati, Tripatty, a station on the Madras Rail, 83 miles from Madras, and 15 miles from a remarkable *Pagoda*, on a 7-peaked hill, 2,500ft. high, among waterfalls.

Tranquebar, or **Tarangambadi,** 60 miles from Tanjore, 158 miles south of Madras: a zillah court, on the Coromandel Coast, founded 1618, by the Danes, and sold to the English, 1845. Population, 25,000. It is a depôt for convalescents, in a healthy spot; making part of the fertile delta of the Cauvery, rich in crops of rice, and full of well-built villages and pagodas.

Travancor, or **Tiruvankodu,** a native state and residency, on the Malabar Coast, between the West Ghauts and the sea, reaching from Cochin to Cape Comorin, at the end of the Peninsula. It is a picturesque district; including **Trivandram** (population, 37,655), the seat of the Maharajah Rama Warma, G.C.S.I., and *Quilon*, a cantonment, 459 miles from Madras. Sir T. Madava Rao, K.C.S.I., sometime minister to the young Gulkwar, was the able premier, or dewan, of this prosperous state. Slavery was abolished, 1853. About 14,000 acres are planted with coffee. The Ghauts are 7,000 feet high in one part, but sink towards Cape Comorin, near the old Dutch church. Protestant, Catholic, Syrian Christians, Jews, Moors, Arabs, &c., are found in Travancore, with a cantonment. A chaplain resides at Trivandram, where there are schools, native and English; the Mission is highly prosperous. Cottayam College, Rt. Rev. Dr. Speechly, Bishop of Travancore. The converts among the Shanar people, here and at Tinnevelly, number 90,000. The Syrian Christians number 14,000. The new port of *Colachul*, or Colachel (population 20,000), near Cape Comorin, has an export trade in coffee since 1870. The plantations cover 5,000 acres in the Asumbu Hills, 2,500 feet high, and 25 miles distant from the port, to which there is a road. October to December, N.E. monsoon.

Trichinopoly, or **Trichinapalli,** a collectorate, divisional head-quarters, and railway station (South Indian line), on the River Cauvery; 348 miles from Madras, only 198 miles by direct road. Population, 84,450. The Coleroon here parts off from the Cauvery to Devikota. Here Bishop Heber was drowned, 3rd April, 1826, while bathing in a tank, after preaching in St. John's church, and holding a confirmation in Tamil at Schwartz's mission church. The Fort is 2 miles round, on a granite Rock, 600 feet above the Cauvery, and holds the ruined Palace of the Nabob of the Carnatic; the citadel and gaol; the Tyamanaswamy pagoda on a road, 300 feet high; tank, &c., and a mosque to Chanda Sahib, who figured in the wars between Clive and the French, 1751–5. The large Cantonment, 3 miles off, near the Wyacondan branch of the Cauvery, is 6 miles in extent, and well laid out. Here are the church, chapels, schools, hospital, central gaol, with Schwartz's orphan school near the Posttoor lines, and views of the Salem Hills, &c., from the drive. Schwartz was chaplain here till he moved to Tanjore. Harness, cutlery, jewellery, and cheroots are made. Sugar, betel, plantain, &c., are grown. Besides a pagoda at Warrore, there are two *Temples* on the island of *Seringham*, or *Shrizangam*, between the Cauvery and Coleroon, one of which is at the centre of a vast space composed of seven square inclosures, 350 feet from each other, so that the outer one extends 960 by 825 yards. Each inclosure has high gate towers in the middle of each side. A branch line from Caroor, near Trichinopoly, is open to Tuticorin harbour and Tinnevelly, *viâ* Dindigul and Madura; 210 miles long, on the metre gauge of 3 feet 3⅜ inches.

Trichur, or **Trichoor,** a cantonment, in Cochin, 41 miles from Cochin.

Trimulghiery.—It has a military prison and a church.

Trivandram.—See **Travancore.**

Tuticorin.—See **Tinnevelly.**

Vellore, or **Velur,** a cantonment, and railway station (Madras line), in a hilly part of the River Palar, 81 miles west-south-west of Madras, 15 miles

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from Arcot. Population, 37,495. It has a church, central gaol, an alligator pond near the magazine, a large pagoda, and a strong built fort and palace, in which Tippoo's children were confined, 1806; when two regiments of Sepoys being roused by some new regulations about turbans, beards, and caste marks, mutinied, 9-10th June, killed Col. Fancourt, three officers, and 112 men of the 69th; and were put down by Col. Gillespie and a troop of the 19th dragoons who galloped off from Arcot on hearing the news. Sergeant Brodie, with a party, was defending himself on the ramparts, when he saw a horseman spurring up. The last time he had seen Gillespie was in St. Domingo. Turning to his men, he cried out, "If Col. Gillespie is alive he is at the head of the 19th Dragoons; and God Almighty has sent him from the West Indies to save our lives in the East." —Raikes's *Englishman in India.*

Vizagapatam, or **Vishakpatanam,** a collectorate, and zillah court, in the North Circars, on the low Golconda or Coromandel Coast, 491 miles north-east of Madras, in view of hills 600 to 2,000 feet high. Population, 30,292. Two Hotels. It contains Vizianagram, as below; and is flat, well watered, and agricultural. Here Col. Lambton measured a base line for the Trigonometrical Survey. Hot, April to June, in N.E. monsoon, but no surf.

Vizianagram, Viziannagaram, or **Vijayanagram,** a former cantonment in Vizagapatam, in the North Circars, under the East Ghauts, 513 miles north-east of Madras, 41 miles from Chicacole; which gives name to a native estate or Zamindari, containing 1,600 villages, with a population of 562,000, and paying a rent-charge of £50,000 to the Government. The Zemindar has been created a Maharajah and K.C.S.I. since 1865. Population, 2,258 It is a healthy spot, with a fort, built 1713, church, and Palace, 12 miles from the sea, at Bimlipatam. The Ghauts, 6 miles off, are 3,000 feet high. At *Bobilee*, or Dobil, about 30 miles north of this, in the Deccan, is a jungle fort which belonged to Runga-Rao, a Polygar rajah of high caste, when it was stormed by the French under Bussy, 1753. Finding he could not hold out, he and his head men refused quarter, massacred their wives and children to the number of 500, and then rushed out like furies to die on the walls. The upland country to the north, called *Gondwan*, is peopled by the Gond or Khond race, and is a wooded district not much known. Part has been surveyed by Col. Saxton, who found the hills cultivated to the tops, on stone terraces, built by the women.

Wellington, or **Jacktala,** a military sanatarium in the Neilgherries, about 6,000 feet high, between Ootacamund and Coonoor, founded 1847 by Lord Tweeddale. Protestant and Roman Catholic churches.

Wynaad, or **Wainad,** a forest district of Malabar, in the West Ghauts, near Coorg; containing Manantoddy, 76 miles north-west of Ootacamund, 67 miles from Mysore, 70 miles from the coast, and 4,000 feet above sea; ceded by Tippoo, 1792. Sandal wood, cardamoms, coffee, and chinchona bark are raised, and planting is carried on. Road improvements have also been effected. Some gold-bearing rocks are worked at Devala, Glen Rock, &c., the reefs having been favourably reported on by the Government surveyor.

MADRAS TO CALCUTTA.

Travellers proceeding to Calcutta perform a sea voyage of three days from Madras. Nothing whatever of interest is passed, except a few native boats, and occasionally a homeward-bound steamer.

The low, well-lighted shore on the left belongs to the province of *Orissa*, where the famine of 1866 carried off a million persons. About 100 miles distant from Calcutta the vessel enters the Hooghly River at Saugor Island, and passes the Sunderbund to Diamond Harbour, 40 miles from Calcutta. In many places the banks of this stream are high and almost cliff like.

CALCUTTA—*Railway Station and Telegraph.* The Metropolis of India, on the River Hooghly, belonging to the English since a factory was ceded, 1664; so called from Kali, "a goddess," and Cuttah, a "temple." It is 7,950 miles from England by Canal, against 11,670 by the Cape. The time is nearly 6 hours before Greenwich.

Calcutta is on the east bank of the river, about 100 miles from the mouth, at Sangor Island (tigers), and 40 miles from Diamond Harbour; and began with *Fort William*, which the Emperor Aurungzebe granted to the East India Company,

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and which Clive extended into a regular citadel, 1757. The middle forms an immense square round the Esplanade, or Maidan, on which stands Government House, the large and beautiful seat of the Viceroy. Other city buildings are the Town Hall, High Court, Hospital, Jail; English, Portuguese, Greek, Roman Catholic, and Armenian Churches; with the Bazaars, Hindoo pagodas, Mahomedan mosques, &c., in the native quarters, stretching six miles along the river, which has deep water for the largest ships up to Garden Reach, opposite the ghauts or landing-places. There are a series of jetties, for large sea-going steamers, at the north end of the town. Here the city looks like a crescent with the Esplanade, the Eden Gardens, and Drives in front, and Government House and the Fort at the Chowringhee, or south end.

Many broad, clean streets are now seen, one of the best being Old Court-House Street, with a spire at the end; new streets have been opened through crowded quarters, and the native bustees or suburbs are drained. The cyclone of November, 1867, destroyed 30,000 native houses; and another, June 9th, 1870, which lasted sixteen hours, was proportionately destructive.

Population (1881), 443,220, or 777,300, with suburbs, mostly Hindoos, with a good proportion of Mahomedans. About 20,000 are Europeans; 20,000 Eurasians (of mixed blood); and many are Armenians, Greeks, Jews, Chinese, Parsees, and Negroes.

Hotels.—All near Government House. Great Eastern, or Wilson's, the largest; every one is attended by his own servants. Adelphi; Spence's; Esplanade; Europe; Hards; Paris; Waterloo; United States. The site of Linton's Hotel is covered with Government offices. There are some hotels at Howrah Terminus, across the new bridge. Several boarding houses.

Horse gharries may be had; Rupees 2 for five hours; Rupees 3 for eight hours.

Official Authorities.—*Viceroy and Governor-General of India*, His Excellency the Marquis of Ripon, K.G., G.M.S.I., appointed 1880. *Commander-in-Chief*, His Excellency Gen. Sir D. Stewart, Bt., G.C.B. *Lieutenant-Governor of Bengal*, Hon. A. Thompson, C.S.I., C.I.E. *Lieutenant-Governor of North-Western Provinces* and *Chief Commissioner of Oudh*, Hon. Sir A. C. Lyall, C.B., C.I.E. *Lieutenant-Governor of Punjab*, Hon. Sir C. U. Aitchison, C.S.I., C.I.E. *Chief Commissioner of Central Provinces* (Nagpore), H. W. B. Jones, Esq., C.S.I.; *of British Burmah*, C. E. Bernard, Esq.; *of Assam*, C. A. Elliott, Esq., C.S.I. *Supreme Court of Judicature, Chief Justice* (officiating), Hon. Romesh Chunder Mitter. *Bishop of Calcutta*, Right Rev. Dr. Johnson. *Members of Council*, Gen. Sir D. Stewart, Bart.; J. Gibbs, Esq., C.S.I., K.C.S.I., C.I.E.; Lieut.-Gen. Wilson, C.B., C.I.E.; C. P. Ilbert, Esq., C.I.E.; Sir E. C. Bayley, K.C.S.I., C.I.E.; T. C. Hope, Esq., C.S.I., C.I.E.; Sir A. Colvin, K.C.S.I.; besides nine additional members (English and native) for making laws. *Secretary*, D. Fitzpatrick, Esq. *Secretaries to Government of India*—In the Home Department, A. Mackenzie, Esq. For Finance, D. Barbour, Esq. For Foreign Business, C. Grant, Esq., C.S.I. Legislative, D. Fitzpatrick, Esq. Revenue, Agriculture, and Commerce, E. C. Buck, Esq. Military Affairs, Colonel Chesney, R.E., C.S.I. Public Works, Colonel Trevor, R.E., C.B., V.C.

Chief of the Police.—J. Munro, Esq.

Mint Master.—Major-General Tennant, R.E., C.I.E.

Curator of Ancient Monuments.—Major Cole, R.E.

Inspector General of Forests.—

Residents at Foreign Courts, Commissioners, and Political Agents:—

Aden.—*Political Resident*, Brig.-Gen. Blair, V.C.

Ajmere.—*Chief Commissioner*, Colonel Bradford, C.S.I.

Akalkot.—*Political Agent*, G. Waddington, Esq.

Assam.—*Chief Commissioner*, C. A. Elliott, Esq., C.S.I.

Baroda.—*Resident and Agent*, Major-General Watson, V.C., C.B.

Bhaghelkund.—*Political Agent*, Captain Barr.

Bhopal.—*Political Agent*, Colonel Kincard.

Bhopawur.—*Political Agent*, Lieut.-Col. Miller.

Biluchistan.—*Agent*, Lieut.-Colonel Sir R. Sandeman, K.C.S.I.

Bundelkund.—*Political Agent*, Capt. Cooke.

Central India.—*Agent*, Sir Lepel Griffin, K.C.S.I.

Coorg.—*Commissioner*, Colonel Clarke.

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CUTCH.—*Political Agent*, Lieut.-Col. Goodfellow.

DHOLEFOOR.—*Political Agent*, Lieut.-Col. Dennehy.

GWALIOR.—*Resident*, Col. Bannerman.

HAZOWTEE AND TONK.—*Political Agent*, Major Muir.

HYDERABAD.—*Resident*, F. C. Cordery, Esq.

JHATTAWUR.—*Political Agent*, Major Abbott.

KAIRA (CAMPAY).—*Political Agent*, A. Spry, Esq.

KASHMIR.—*On Special Duty*, Col. Sir Oliver St. John, R.E., K.C.S.I.

KATTYWAR (KATHIAWAR).—*Political Agent*, Col. West.

KOLABA.—*Political Agent*, J. Elphinstone, Esq.

KOLAPORE (KOLHAPUR).—*Political Agent*, Lieut.-Col. Reeves.

KOTAH.—*Political Agent*, Major Bayley.

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MAHEE KANTA.—*Political Agent*, Lieut.-Col. Wodehouse.

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POONA.—*Agent*, Sir W. Wedderburn, Bart.

PORT BLAIR AND NICOBARS.—*Chief Commissioner*, Col. Cadell, V.C.

PUDUKOTAL.—*Political Agent*, H. Sullivan, Esq.

RAJPOOTANA.—*Agent*, Col. Bradford.

RAJPOOTANA (EAST).—*Resident*, Surgeon-Major Stratton.

RAJPOOTANA (WEST).—*Resident*, Lieut.-Col. Powlett.

REWA KANTA AND PANCHMAHALS.—*Political Agent*, W. Woodward, Esq.

SATTARA.—*Political Agent*, W. Pratt, Esq.

SAWUNT WARREE (SAVANTVADI).—*Political Superintendent*, Col. Westropp.

SCINDE, OR SIND.—*Commissioner*, H. Erskine, Esq.

SOUTH MAHARATTA COUNTRY.—*Political Agent*, Lieut.-Col. Reeves.

SURAT.—*Agent*, J. White, Esq.

TRAVANCORE AND COCHIN.—*Resident*, J. Hanyngton, Esq. (under Madras.)

TURKISH ARABIA (BAGHDAD).—*Political Agent*, T. Plowden, Esq.

ULWUR.—*Political Agent*, Major Peacock.

ZANZIBAR.—*Political Agent*, Sir J. Kirk, K.C.M.G.

MONSOONS (rainy season) commence in July and end about November; hot months, April to June; cool, November to March, with close weather, September and October. During the monsoon, which sets in about the end of April, the tidal wave generally dashes up the Hooghly River 20 miles per hour. All boats then make for the centre of the river, where the wave does not curl and break over. Ships often part their cables. The lower part of the river is then about 8 feet higher than the upper portion (the tide rising that number of feet per minute). The height of the Bore varies from 5 to 12 feet. Cyclones, sometimes in May, September, and October.

THERMOMETER.—Lowest range, 52°; highest range, 100°.

CALCUTTA BANKS.—Agra Bank Limited; Oriental Bank Corporation; Delhi and London Bank Limited; Chartered Mercantile Bank; Bank of Bengal; Chartered Bank of India, Australia, and China; Grindlay and Co., Comptoir d'Escompte de Paris; King, Hamilton, and Co.; Gillanders and Co.; Hong-Kong and Shanghai Banking Corporation; National Bank of India Limited; Land Mortgage Bank Limited.

Office hours from 10 a.m. to 4 p.m.

CURRENCY (RUPEES AND ANNAS).—Accounts are kept here in current pice, annas, and rupees, and sicca rupees, thus:—12 current pice make 1 current anna; 16 current annas make 1 current rupee. Sovereigns are Rs. 10¼ to Rs. 10⅞ each. Notes from Rs. 5 to Rs. 10,000.

ELECTRIC TELEGRAPH from Central Office. Telegraph to England, 2rs. 12an. Overland Mails are made up at the Post-office to Bombay and Madras, daily. A special post for the conveyance of letters and newspapers to England is made up for the weekly Bombay Mails. Director-General Post Office, F. R. Hogg, Esq.; Director of Telegraphs, ——

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RAILWAYS.—*East Indian*, to Benares and Delhi; open throughout, from the Howrah terminus, accessible by steamer, or by the new bridge. *Eastern Bengal*, to Kooshtee and Goalundo. *Calcutta and South Eastern*, to the mouth of the Ganges, where Port Canning is newly founded on the Mutlah. There are four classes on the rail; but few first class passengers. Good refreshment rooms are provided, mostly under Kellner and Co. —See *Time-Tables* at the end of this work.

TRAVELLING CONVEYANCES.—Dawks; river steamers; mail carts. On horseback—this mode must be adopted where a dawk has not been established; and when so journeying the traveller should rise at 5 a.m., and, after taking a cup of coffee and a crust, mount his nag, travel about 20 miles, taking care to send his servants on before him with his tent and baggage, and, as soon as the sun is well up in the horizon, his tent should be pitched in a shady grove. There is a large river traffic. Between Calcutta and Shahegunge as many as 18,000 boats have been counted in six months, or 100 a day, including barges and steamers (some 200 feet long). They carry wheat, pulse, grain, seed, oil, sugar, tobacco, saltpetre, horns, hides, jute.

NEWSPAPERS.—*Friend of India*, *Englishman*, *Indian Daily News*, *Calcutta Observer*, *Indian Public Opinion*, *Chartvart*, &c. The English newspapers, on the arrival of every mail, can easily be procured of all booksellers. There are about 40 newspapers, of which almost half are English; the rest are native papers and periodicals. The first native paper was the *Sumachar Durpan*, or Moon of Light, issued 1818. *Mookerjee's Magazine* is written in English, by native Bengalees.

STEAM PACKETS.—*Peninsular and Oriental Company's Steamers* (Mr. C. Wilkinson, agent) arrive every other Tuesday, from England, and depart homeward-bound for Madras, Ceylon, Singapore, Hong Kong, Shanghai, Australia, Alexandria, Malta, Gibraltar, and London, every other Monday, &c., according to the season. The *British India Co.* (Agents, Mackinnon & Co.) to Madras, Ceylon, Red Sea, and England, every two weeks; and periodically to Bombay, Kurrachee, Persian Gulf, East Africa, Java, and Queensland. By arrangement with the Peninsular and Oriental Company, it takes passengers at through rates to Chittagong, Rangoon, and Moulmein. This Company started 1856, and has now 70 to 80 ships, which touch weekly or otherwise at most of the ports round the Peninsula with the mails, under subsidies from the Government. *Asiatic Company's Steamers*, monthly to Rangoon. *French Messageries Steamer* (Agent, M. De Ferrier) arrives every fourth Tuesday or Wednesday; and leaves every fourth Tuesday or Saturday. *City* and *Star* Lines, from Liverpool; *Bird* Line, from London; *Florio-Rubattino* and *Fraissinet* lines, from Genoa and Marseilles. More steamers come here than ever since the Suez Canal was opened.—See Steamer Lists in *Bradshaw's Guides*. Messrs. King, Hamilton, and Co. give information of all kinds.

The Indian Navy, as reconstituted, is under a Director and a Deputy at Bombay and here. Deputy, Captain Carew.

DISTANCE DOWN THE BURMA COAST (British India Company).—To Chittagong 376 miles, Akyab 190, Kyouk Phyoo 76, Sandoway 119, Baseein 247, Rangoon 252, Moulmein 147, Tavoy 207, Mergui 90, Pakchan 274, Kopah 85, Junkseylon 161, Penang 200, Malacca 265, Singapore 130; total, 2,820 miles.

DOWN THE COROMANDEL AND MALABAR COASTS (British India Company).—To False Point 215 miles, Pooree 80, Ganjam 51, Gopalpore 15, Bimlipatam 112, Vizagapatam 17, Coconada 74, Masulipatam 100, Yperpollium 80, Madras 194, Pondicherry 79, Cuddalore 17, Negapatam 58, Galle 440, Colombo 69, Tuticorin 149, Colachel 106, Alleppey 98, Cochin 34, Narrakal 10, Beypore 80, Calicut 11, Waddagherry 26, Tellicherry 13, Cannanore 18, Mangalore 77, Carwar 132, Goa 48, Vingorla 28, Ratnagherry 76, Bombay 123; total, 2,626 miles.

MOST REMARKABLE OBJECTS, viz.:—

Government House, a large Grecian pile, built by Marquis Wellesey, in 12 acres of ground, with statues of Wellesley, Dalhousie, Hardinge, Canning, Mayo, Lawrence, and Sir W. Peel; portraits of Clive, &c. Belvedere, seat of the Lieut.-Governor, near the Racecourse and Zoological Gardens. High Court and Appeal Courts, all in one handsome building, 450 feet long, with portraits. Town Hall, a good building (statue of Hastings), where Chief Justice Norman was murdered, 1871. The Municipality, consisting of the justices and a chairman appointed by Government, spent £316,500 (1881), and has a debt of nearly 1½ million.

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Column to Sir David Ochterlony, overlooking the Government Tank. Post-Office, a handsome building on the site of the famous *Black Hole*, which (as discovered by Mr. Bayne) stood on the north side, inside the gate in Dalhousie Square, facing Lall Bazaar, near the City Fountain. Here a pillar bore four tablets, afterwards placed on Job Charnock's tomb in St. John's Church-yard.

St. Paul's Cathedral, or Metropolitan Church, 247 feet long, erected in Bishop Wilson's time; with several monuments; St. John's Old Cathedral (old monuments); Old Mission Church, near Church Missionary House; St. Peter's or Fort Church; St. Andrew's Scotch Church; Roman Catholic Cathedral; St. Thomas Roman Catholic Church.

Engineer College (formerly Sanskrit College); Bishop's College, near Botanical Gardens; Dalhousie Institute (busts) and Library.

Metcalfe Hall; Secretariate, on site of Writers' Buildings; Mint.

University, founded 1857; Theatre; Bengal Club; Hindu, or Presidency College, founded 1855; Medical College, founded 1835; Hughli College, founded 1836, by a Mahometan; Jesuits' College; Asiatic Society and Museum, founded 1774, by Sir W. Jones; Bethune Society; General Assembly's Institution; Geological Society and Museum; Mahomedan Madrissa College, established 1780, by Hastings, to teach Arabic, &c. The Mahomedans have a Literary Society here.

King of Oudh's Palace, at Garden Reach.

Horse Bazaar, Dog's Hospital, Dock Yards. Suspension Bridge (over a rivulet which encircles the town); Tanks, especially the Loll Diggie.

Imperial Museum, and site of the Industrial Exhibition of 1883-4, on the Meidan; Economical Museum for native products; New Sailors' Home. Three good Hospitals, with a city pauper hospital, a hospital at Howrah, and a lunatic asylum at Bhowanpore; Gholaum Muhamed's Mosque, and several other Mosques; Hindoo Temples and Pagodas; Gas Works; Forty-four Bazaars; and Jute and Cotton "Screws."

Botanical Gardens (on the left bank of the river), replanted since the late cyclones. The great Banyan tree has 300 stems, and is 1,000 feet round the outer branches.

TRADE.—One-third of the total India trade (120 millions) is done here, the exports being sugar, saltpetre, rice, linseed, indigo, tobacco, jute, shellac, cutch, buffalo horns, turmeric, hides, castor oil, cotton, tea, and opium (to Shanghai); with embalmed corpses of Mussulmans shipped for Meshid Ali and Kerbela, on the Euphrates. In the suburbs are several jute mills for making gunny bags, with cotton mills. Most of the jute goes to Dundee. In 1871-2, the imports from foreign ports amounted to 19¼ millions sterling, of which 15½ millions were merchandise; exports were 27⅞ millions. There entered and cleared 821 vessels of 802,100 tons, and 870 vessels of 812,600 tons. In 1873-4, the total exports and imports were 43 millions; in 1874-5 they were 46⅝ millions; in 1880, 52½ millions. About 25,000 coolies were shipped to Mauritius and Demerara.

UNITED STATES CONSUL-GENERAL.—H. Mattson, Esq.

BOOKSELLERS.—Newman; Thacker, Spink, & Co.; Wyman's. Tourists' Guides and descriptions of Calcutta may be obtained.

AMUSEMENTS, VIZ.:—Theatre, Concerts, Nautches, Jackall, Wild Buffalo, Boar, and Tiger Hunting (the Calcutta Hunt keep a good pack of dogs here), Cheeta (Leopard) and Antelope coursing, Deer Stalking and Bustard Shooting, Horse Racing, Yachting, &c.

NATIVE FESTIVALS are worth seeing. The Dusserah (takes place about the end of September), a Hindoo festival which occupies four or five days. The Churuk Poojah, a Hindoo festival, which lasts four days. The Ruth Jatra (the airing of the images), when Juggernaut's car is drawn by thousands of coolies. The Mohurrum (Mahomedan festival), which occupies eight days, and is celebrated with great pomp and splendour. The Buckra Eade, or Goat Sacrifice (Mahomedan festival). The Bhearer (Mahomedan festival). The scene exhibited on the banks of the Ganges on the evening of its celebration is truly magnificent.

NEIGHBOURHOOD.—*Howrah*, across the Hooghly, the "Southwark" of Calcutta, near the East India Railway Company's works and terminus and the new bridge; Dum Dum Barracks; *Titteghur*, a beautiful spot for Calcutta residents, on Eastern Bengal line; *Barrackpore* (or Charnock), the Viceroy's Country Seat, past Kidderpore dockyard.

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RENTS.—Rs. 70 to Rs. 100 a month for moderate quarters. Up the country, Rs. 50 to Rs. 100.

WATER.—About £100,000 a year has been spent on water supply and drainage; Calcutta, which stands low, nearly on a level with high water, is now sweet and clean. The drains and cesspools are covered in, and the contents brought to a pit outside the city; where the sewage is deodorised and used for agricultural purposes. These works (by Mr. W. Clarke, the engineer), erected in spite of native opposition, have reduced the mortality by one-half, saving 10,000 lives a year. Water is laid on to all the houses from reservoirs at Barrackpore, so that the trade of the water-carrier, or panee-wallah, is hardly called for. The old aqueducts are broken up. Fleas and bugs are troublesome.

SANATARIUM FOR CALCUTTA.—Darjeeling Mountain, belonging to the Sinchul range. This temperate climate can be reached *viâ* Sahibgunj on East Indian Rail, from which it is 165 miles distant. It stands 7,300 feet above the level of the sea—thermometer, 55°. Preparis Island, in the Bay of Bengal, has been recommended as a sanatarium. A scheme is on foot for reclaiming part of the *Sunderbunds*, at the mouth of the Ganges, which will greatly promote the health of the metropolis of India.

In the Bay of Bengal is *Port Blair*, on the east side of the S. Andaman Island, a convict settlement for India, about lat. 11° 42′; where the Earl of Mayo was assassinated, 1872. A telegraph cable is laid past this from Moulmein to Penang.

LIST OF PRINCIPAL DATES AND GOVERNORS GENERAL.

1498 Vasco de Gama arrives at Calicut.
1601 English India Company's ships sail for India.
1612 English factory at Surat.
1641 Fort St. George built at Madras.
1642 First English factory at Calcutta.
1653 Madras made a Presidency.
1668 Charles II. gives Bombay to the Company.
1687 Pondicherry founded by the French.
1698 Fort William built at Calcutta.
1751 Clive relieves Arcot.
1756 Black Hole tragedy.
1757 Battle of Plassy.
1758 Clive, Governor of Bengal.
1760 Vansittart, Governor of Bengal.
1764 Battle of Buxar.
1765 Clive, Governor of Bengal, second time.
1772 Warren Hastings, Governor-General.
1785 Macpherson, Governor-General.
1786 Lord Cornwallis, Governor-General.
1793 Sir J. Shore, Governor-General.
1798 Lord Mornington (Marquis of Wellesley), Governor-General.
1799 Death of Tippoo Sahib.
1803 Battle of Assaye.
1805 Lord Cornwallis, Governor-General, 2nd time
—— Sir G. Barlow, Governor-General.
1807 Lord Minto, Governor-General.
1813 Lord Moira (Marquis of Hastings), Governor-General.
1823 Lord Amherst, Governor-General. First Burmese war.
1828 Lord W. Bentinck, Governor-General. (Mr. Canning had been nominated.)
1833 Free trade with India.
1835 Sir C. Metcalfe, Governor-General.
1836 Lord Auckland, Governor-General.
1839–42 Afghan War.
1842 Lord Ellenborough, Governor-General.
1843 Scinde annexed.
1844 Sir H. Hardinge, Governor-General.
1846 Sikh war.
1847 Lord Dalhousie, Governor-General.
1849 Annexation of Punjab.
1853 Burmah annexed.
1856 Lord Canning, Governor-General.
1857 Sepoy Mutiny begun at Barrackpore. Death of Havelock.
1858 India transferred to Crown, 1st September.
1861 Order of Star of India.
1862 Lord Elgin, Viceroy.
1863 Sir John Lawrence, Viceroy.
1869 Lord Mayo, Viceroy (19th January).
1869–70 Duke of Edinburgh in India.
1872 Assassination of Lord Mayo (8th February).
—— Lord Northbrook, Viceroy.
1874 Famine in Bengal, cost 6½ millions.
1875 The Prince of Wales visits India.
1876 Lord Lytton, Viceroy.
1877 The Queen proclaimed Empress of India.
1877–8 Famine carried off 5½ millions.
1878 Indian regiments embarked for Malta.
1879–80 War in Afghanistan.
1880 Marquis of Ripon, Viceroy.
1882 Indian Contingent sent to Egypt.
1883 Calcutta Exhibition. Duke and Duchess of Connaught in India.

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PRESIDENCY OF BENGAL.

Most of the following particulars are derived from the Annual Parliamentary *Statement of the Progress and Conditions of India; Maps and Statistics relating to India* (Parliamentary Paper, 1869); Hunter's *Imperial Gazetteer*, and Thornton's *Gazetteer of India*. See also the *Indian Traveller's Guide*, published at the *Bombay Gazette* Office; and the official *Catalogue of Maps of the British Possessions in India*, by T. Saunders, Esq., of the India Office—the arrangement of which is an excellent key to all the complicated divisions of the Peninsula.

[Calcutta, Madras, and Bombay are the only official centres with which the Secretary of State for India corresponds directly; and the distribution of places in the three short Gazetteer Lists of this *Overland Guide* is made, with a few exceptions, on this principle.]

There are *three* Bengals—1st, the Presidency at large, consisting of everything outside the other two Presidencies; 2nd, the Lieut.-Governorship of Bengal, or the Lower Provinces; 3rd, the Province of Bengal, or Presidency Division, near Calcutta.

OFFICIAL AUTHORITIES.—*Lieutenant-Governor*, The Hon. A. R. Thompson, C.S.I., C.I.E., 1877, assisted by twelve Members of Council, English and Native. *Secretary to Government*, H. C. Levinge, Esq. *Secretaries—General and Revenue*, H. Reynolds, Esq.; *Judicial and Political*, F. Peacock, Esq.; *Financial*, C. Macaulay, Esq., M.A.

Bengal, or the **Lower Provinces**, under a Lieutenant-Governor at Belvedere, Calcutta, was first acquired by Clive, 1757, and consists of the lower parts of the Ganges and Brahmapootra, most of which is a rich plain, 200 miles wide, bordered by hills; taking in Upper and Lower Bengal. At the census of 1871 (the first regular one ever taken), the population was found to be 66,857,000, whereas the estimated population was only 42½ millions; and all the calculations based on this estimate were so far wrong. One-half of the Presidency is the most densely populated in the world, ranging from 500 to 570 the square mile, at Burdwan, Patna, &c. Of the whole population, 21 millions are Mahomedans. Much of the opium, which contributes so largely to the revenue, is grown by the Bengal government, and brought to the two great centres, Patna and Benares; the latter, however, being just outside Bengal proper. Tobacco is grown in almost every district. The native states of Cooch Behar, Hill Tipperah, Cuttack Mehals, Chota Nagpore Mehals, and Sikkim, are under the Lieut.-Governor's rule.

Revenue of the Presidency (1880), 18¼ millions; expenditure, 7½ millions. Opium (exported at Calcutta) produced 7 millions, Land 3¾ millions, Salt (duty 2rs. 14an.) 2½ millions. The Salt Customs Frontier line is abolished. Cotton goods are made at Santipore, where they have been seated for many years; Cotton carpets at Rungpore; Silk at Beerbhoom.

Schools 33,380, with 819,000 scholars. There are 40 native Papers, including 18 in Calcutta, one of which is the *Theistic Quarterly Review*, of the Brahmo Samaj party.

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1.—The Districts under British rule, in this Presidency and the Provinces lying outside the other two Presidencies, are made up from possessions acquired as under:—

DATE.	TERRITORY.	FROM WHOM ACQUIRED.
1757	Twenty-four Pergunnahs (*i.e.* Calcutta and its suburbs)	Nabob of Bengal.
1760	Burdwan, Midnapoor, Chittgong	Ditto.
1765	Bengal, Bahar, &c.	The Mogúl.
	[These with Masulipatam, the Company's Jaghire (Madras, &c.) and North Circars, as mentioned under *Madras*, were the first important acquisitions in India, all made by Lord Clive.]	
1775	Zemindary of Benares	Vizier of Oude.
1786	Pulo Penang (now Straits Settlements)	King of Queda (Malacca)
1801	Gorruckpoor, Lower Dooab, Bareilly, &c.	Vizier of Oude.
1802	Districts in Bundelcund, &c.	The Peishwa.
1803	Cattack, &c.	Rajah of Berar.
1815	Kumaon and part of the Teriae	Nepal.
1817	Sangor, Huttah, &c.	Peishwa.
1818	Ajmere	Dowlat Rao Scindia.
1818	Districts on the Nerbudda, Patna, Sumbhulpoor (East of Nagpore)	Rajah of Berar.
1824	Singapoor	Rajah of Johore.
1825	Malacca	Holland.
1826	Assam, Arracan, Tenasserim, &c.	King of Ava.
1835	Jynteah	Rajah of Jynteah
1836	Loodeeana	Lapsed territory.
1836	Feerozpoor	Ditto.
1838	Part of Protected Sikh States	Ditto.
1840	Jaloren	Ditto.
1843	Khytal	Ditto.
1845	Serampore (by purchase)	Denmark.
1846	Julinder Doab	Dhuleep Singh.
1847	Part of Protected Sikh States	Annexed.
1849	Punjab	Ditto.
1849	Jeitpoor	Lapsed territory.
1850	Sumbhulpoor	Ditto.
1852	Pegu (British Burmah)	Burmah.
1854	Napoor	Annexed.
1855	Odeypoor	
1856	Oude	Annexed.

STATE PENSIONERS.

- Princes of the House of Delhi.
- Nawaub of Bengal.
- Ameers of Sinde.
- Princes of the House of Tippoo
- Rajah of Benares.
- Ranee of the Punjab.
- Rajah of Coorg.
- King of Oude.

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2.—NATIVE STATES outside the Regulation Districts:—

STATES.	LOCALITY.	AREA IN SQUARE MILES.*	POPULATION.*	ANNUAL REVENUE.
				£
Alee Mohun, or Rajpoor Ali	Malwa, or Central India,			
	on the River Nerbudda	708	69,400	
Amjherra	Ditto.	584	57,230	
Bahadoorgurh	Next to Delhi	48	14,400	
Bhawlpoor, or Bhawalpore	Cis-Sutlej	25,200	925,000	
Bhopal	Central India	6,764	663,700	137,625
Bullubgurh	Next to Delhi	190	57,000	
Bundelcund	Central India	8,404	823,600	
Burwanee	Ditto	1,380	22,200	
Cooch Behar	North-east Frontier	1,364	136,400	
Cossiah and Garrow or Garo Hills	Ditto	4,347	65,200	
Cuttack Mehals	Orissa	16,729	762,000	
Deojana	Near Delhi	71	6,390	
Dewas	Central India	256	25,000	42,500
Dhar	Ditto	2,091	125,000	43,700
Furrucknuggur	Next to Delhi	22	4,400	
Golab Singh's Dominions	Cashmere	60,000	3,000,000	
Gurwhal	North-west Provinces		200,000	8,000
Gwalior	Central India	33,119	2,500,000	930,910
Hill States	Mostly Cis-Sutlej and a			
	few Trans-Sutlej	9,710	695,700	
Hyderabad	The Deccan	95,337	10,700,000	
Indore (Holkar's Possessions, &c.)	Central India	10,666	708,100	300,000
Jhujhur	Next to Delhi	1,230	110,700	
Jowrah	Central India.	872	85,460	65,524
Koorwaee	Ditto	200	19,600	
Kuppoorthulla	Trans-Sutlej	598	212,721	57,700
Lozahoo	Near Delhi	200	18,000	
Munnipore	North-east Frontier	7,584	76,000	1,425
Nepal	North Bengal	54,000	2,000,000	430,000
Omutwarra	Central India	1,348	132,100	
Patowdee	Near Delhi	74	6,660	
Rajpoot States (including Jeypore, Marwar,				
Oodeypore)	Rajpootana	120,263	9,405,100	2,161,880
Rampore	Rohilcund	1,140	390,230	
Rutlam	Central India	936	91,730	
Saugor and Nerbudda Territories	Ditto	12,450	1,580,400	
Seeta Mow	Ditto	208	20,280	
Shahpoora	North-west Provinces			30,000
Sikh Protected States	Cis-Sutlej	6,306	1,895,000	
South-west Frontier of Bengal	Orissa	28,717	1,151,900	
Sikkim	North Bengal	1,550	7,000	
Tipperah, or Hill Tipperah	Next to Burmah	7,632		

* For the population, &c., see remark on page 70.

3. GAZETTEER OF PRINCIPAL PLACES IN THE PRESIDENCY OF BENGAL, &c., OUTSIDE THE BOMBAY AND MADRAS PRESIDENCIES,

Including Bengal Proper, or Lower Provinces, North-West Provinces, Oude, the Punjab, Kashmir, Central Provinces, Central India, Rajpootana, Indore, Berar, Hyderabad, or the Nizam's Territory, and British Burmah.—For Mysore and Coorg, see *Madras Presidency*.

For Chief Post Offices, see list, page 66.

Abbottabad, in the Hazara district of the Punjab, 22 miles north of Hurripore: a cantonment, and sudder station, in a healthy spot on a plain, between the Indus and Jhelum, 3,000 feet above the sea, near the Sulhud Pass; named after Major Abbott, Deputy Commissioner in 1848. Population, 4,500. A Church here. Rawul Pindee and Peshawur, Cashmere, and the Himalayas, are near at hand. The *Hazara*, or *Hurzara*, country is a frontier district of alpine glaciers and snows in its upper part, 10,200 feet high at Machai Peak.

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Here the Pathan or Pushtu-speaking tribes gave some trouble in 1868, and Captain Ruxton was killed. It was finally settled by Colonel Keyes. A survey made by Colonel Johnstone shows the true course of the Indus here to be further north than as usually shown by the maps.

Aboo, Abu, or **Mount Aboo,** in Rajpootana, the head-quarters of the Marwar political agency of Rajpootana, in the Aravulli range, 49 miles from Deesa, the nearest railway station. Observatory, 3,945 feet high; highest peak, 5,655 feet. It was ceded, 1845, by the Rao of Serohi, on condition that no cows or pigeons were killed on the hill. A sanatarium, established 1847, stands 4,500 feet above the sea, near the pretty Nuki Talao (or Nail Tank) Lake, with a bazaar, post-office, barracks, church, and the *Lawrence Asylum*, for the children of European soldiers, who are trained for the survey and telegraph departments. The School was first opened 1854. It is a very healthy spot, the deaths among the children being only 8 per 1,000, against 91 on the plains. Average temperature, 69°; rain, 60 inches. At *Dilwada* is a Hindoo place of pilgrimage, with the *Temples* of Vimalashah, &c., built in the thirteenth century, of richly-carved white marble, said to have cost their Jain founders 30 to 40 millions sterling.—(Col. Tod's *Western India*).

Afghanistan.—See **Cabul.**

Agra, in the North-West Provinces; seat of a revenue commissioner and Agent, a sudder court, collectorate, military command, and railway station on the East Indian Rail, 906 miles north-west of Calcutta, by a branch of 15 miles out of the main line, 115 miles from Delhi, 750 from Bombay, by road, and 1,123 by rail. Population, 160,200. Railway, Beaumont's, Lawrie's, and other Hotels; club; travellers' bungalow; bazaar; three banks; Agra press office; churches, chapels, mission houses; bridge of boats, on the Jumna. This old seat of the Emperor Akbar, and late capital of the North-West Provinces, till the removal to Allahabad, stands on the south bank of the Jumna, and is about 4 miles by 3 miles, with a moated red granite embattled *Fort*, about 2 miles in circuit, on the river, captured by Lake, 1803, when a cylindrical gun was taken, 14 feet long, weighing 90,000lbs., with a ball of 1,500lbs. Within this Fort are the Judgment Hall (now an armoury) with 3 fine chairs, and Somnauth Gates, and a throne room, once the presence chamber, where Shah Jehan was confined by his son, Aurungzebe; Shah Jehan's glass palace, or Shish Mehal, with gilt cupolas, gold and blue tracery, and mosaic work; the small Motee Musjid, or Pearl Mosque, of pure white marble; and the large Jumma Musjid, marked by three domes. The river, sometimes half a mile wide, dries up in the hot months. Here the Duke of Edinburgh held the great Durbar, 1870. Large Cantonments. Public buildings are—Government House, with two wings; the *Metcalfe Testimonial*, in honour of Lord Metcalfe, some time Lieut.-Governor, having dancing and supper halls, and a library; Government College, in the Gothic style, for English and Oriental literature, established 1823; St. John's Church Missionary College; Havelock Chapel and Library, 1873; St. Peter's Roman Catholic College; Medical College; the central convict Prison, where 3,000 are employed in printing, weaving, paper-making &c.; and Thomason and other hospitals.

The old city walls, extending 7 miles by 3, take in many remains of suburban palaces, baths, mosques, the *Mausoleum of Edmadood Dowla* and other tombs, Hindoo temples, and a tank, now dry, about 53 feet square. Two handsome tombs, on the Secundra Road, have been converted into orphan schools; beyond which is the *Mausoleum of Akbar*, 100 feet high, on massive arches, 12 feet thick, surrounded by a piazza, and gardens of orange, banana, tamarind, peepul, and other trees. At the end of the Strand Road, 2 miles, is the famous **Taj Mehal,** the great sight here, a mausoleum, built by Shah Jehan, for his beautiful queen, Nur Jehan, or Moomtaza Zumanee, the Light of the World; a graceful domed structure of polished white marble, as fresh as when first built, carefully finished in every part and decorated with rich mosaics on a white ground inlaid with jasper, agate, cornelian, and other precious stones; the work of Florentine artists, about 1630, some of whom are buried in the Roman Catholic cathedral. The tombs of the Emperor and his queen lie under the central dome, inside an octagonal screen of arabesque work, 24 feet each side. The gardens contain fine old trees and fountains and reservoirs, within walls, 964 feet by 329 feet. The *Mausoleum* in the middle stands on a marble terrace, 400 feet square, 60 feet high; is

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190 feet square, with minarets 100 feet high at each corner, over which rises the gilt central dome, 260 feet high, 70 feet diameter. About 20,000 men were employed on the work for twenty-two years, at a cost of 3 millions of money.

The hospital and several other buildings were burnt or damaged in the Mutiny, 1856-7, till Col. Greathead got possession of the city. Yellow and blue dyed cotton goods are made. The Toondla Junction, on the main line, is 13 miles off. Indigo and jute are produced here. The Agra Canal to Delhi, 140 miles long, on the west side of the Jumna, was begun in 1868, and partly opened 1874.

Agra to *Jeypore*, 144 miles, is reached in 24 hours, *viâ Futtehpore Sikri*, 23 miles (the favourite retreat of Akbar), Bhurtpore, &c. The Rajpootana Railway from here, on the metre gauge of 3 feet 3⅜ inches, passes Jeypore (where a line from Delhi, *viâ* Rewaree and Ulwur, comes in), the Sambhur Salt Lake (now belonging to Government), and Ajmeer; thence round by Neemuch and Indore, to Khundwa, on the Great Indian Peninsula main line. The Khasi Hill tribes, near Agra, are reported to build stones and monuments, of a very Druid-like character.

Ajmere, in Rajpootana, 220 miles south-west of Delhi, 64 miles from Jeypore (the nearest station), 615 from Bombay, 1,040 from Calcutta: the seat of a commissioner for Ajmere and Mhairwarrah; with a government school, arsenal, and a sanatarium on Taragurh Hill. Population, 28,735. The Mayo College, for sons of Thakoors and chiefs, is well supported. Formerly a seat of the Emperor of Delhi, but half-ruined by the Mahrattas. Ruins of fine Hindu Temples—one fronted by a Mo slem addition. Here the stone for the Taj Mahal was got. The Shekawattee desert lies to the north. Rail to Erinpoora, Mount Aboo, Deesa, and Ahmedabad. Rail to Nusseerabad Cantonment, 16 miles (thence to Deolee, 52 miles), Neemuch, Indore, Khundwan.

Ajodhya.—See Fyzabad.

Akola, in West Berar (Hyderaba Assigned Districts): the head-quarters of the Commissioner, and a railway station (Great Indian Peninsula Rail), 363 miles from Bombay, 156 miles from Nagpore. Population, 15,000. It has a dâk, and private bungalows; commissioners' offices; a church, town hall, and clubroom; and salt wells on the River Purana, supplied from a subterranean lake. Roads to *Bassim*, among hills of 2,000 feet, 14 miles; to *Akote*, 27 miles, a cotton market, with carved buildings. Population, 14,000.

Akyab, in Burmah, 550 miles south-east of Calcutta, across the Bay of Bengal: the seat of the commissioner of Arracan. A church, 3 hotels, hospital, government school. The district includes Arracan, Ramree, and Sandoway, acquired 1825. Rice, tea, tobacco, lac, and teak, are exported. Population, 33,990. December and January cool; May to October wet.

Alipore, Alipur, or **Allypore**, a cantonment 3 miles from Calcutta, containing a gaol for 1,000 convicts, to which the court adjourns from Calcutta. Here are *Belvedere*, the residence of the Lieut.-Governor of Bengal, and the offices of the Commissioner of the Soonderbuns. Army clothing is made.

Aliwal, in the Punjab, on the Sutlej; where Sir Harry Smith, of Aliwal, defeated the Sikhs, 28th January, 1846, after a doubtful action at Bhuddiwal on the 20th.

Allahabad, the capital of North-West Provinces, and seat of the Lieut.-Governor; head of a revenue circuit and district, a military command, and a railway station (on East Indian Rail), where the Jubbulpore branch turns off to Bombay (845 miles distant), at the junction of the blue Jumna and dirty Ganges; 630 miles from Calcutta, 386 miles from Delhi, 340 feet above sea. Population, 148,550. Bridge of boats, now superseded by the railway. Steamers to Calcutta; barges to Delhi. Transit, dâk, and bullock trains are made up The letter boxes at the station are cleared by peons riding on bicycles—a new thing. Kellner's, Lawrie's, and other Hotels. Near the station are an institute, theatre, baths, gardens, for the use of the men. Buildings are springing up at the new English suburb of *Canningstown*, with its wide, well-planted streets. Rain June to September; and heat up to 110° and 118°. Nynee Tal, the nearest hill station.

Here are a cantonment, college, hospital, churches, three banks, club, bazaar, theatre, gaol, and government offices in the strong and handsome Fort, built by Akbar for this "City of God,"

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as the name signifies. It is finely placed at the head of the Dooab, or country between the two rivers; and has much picturesque scenery on the rocky banks of the Jumna, and among the groves of the surrounding country, dotted with villas and bungalows. The Muir University College, for the cultivation of Oriental literature, was begun 1872. Here are Sultaun Khossor's, or Kushru's, Cavaranseri, a fine cloistered quadrangle; some old tombs, including the mausoleum of the Ranee; the Jumma Masjid and other mosques. The *Fort* of red stone, approached by a very handsome gate, contains the Residency, and Akbar's Palace (now a depôt and armoury), and the Asoka pillar or iron club of Bhin Sen, in the Chalee Satoom temple, over a sacred cave much visited by pilgrims, and said to have a subterranean passage to Benares, traversed by a third river, the Sereswati, seen only by the eye of faith. There are few manufactures, but it stands at a new railway centre well fitted for trade. The district produces cotton, sugar, indigo, with diamonds from Bundelcund. The great Mag Mela fair of 14th December is much frequented by pilgrims, who come here as to a holy place, because of the meeting of the rivers. Here Lord Canning held a Durbar after the mutiny, 1859, and distributed three millions in presents to loyal chiefs. The Jumna, 800 miles long, comes down from a peak of the Himalayas, 10,850 feet high. Allahabad is on the Great Trunk Road, and is said to mark the site of *Palibrotha*, or *Prayaga*.

Allyghur, or **Allygurh,** a civil and military post, and a railway station (East Indian Rail), in the Dooab, North-West Provinces, 941 miles from Calcutta, 331 miles from Allahabad, 80 miles from Delhi. Population, 30,000. Cantonments near *Coel*, an old town, 4 miles off; church, gaol; treasury, factory for mail carts; and a Fort taken by Lord Lake, 1803, and from the sepoys, 1858. Several indigo factories in the neighbourhood.

The *Allygurh Gazette* of 1870 contained some remarkable Letters by a native, Syud Ahmed, giving an account of his visit to Europe. At *Rajghât*, 30 miles on the Allighur and Chundausi branch of the Oude and Rohilkund Rail, is a viaduct, across the Ganges, on thirty-three spans of 93 feet each, resting on iron wells sunk through the sand, clay, silt, and kunkur.

Almorah, or **Almora,** the capital of Kumaon, or Kumaoon; seat of a commissioner, in North-West Provinces, and a hill station in the Himalayas, 5,340 feet above sea, 900 miles from Calcutta, 90 miles north of Bareilly. Population, 6,200. A stone-built town about 1 mile long; having Fort Moira and Military lines; gaol in the old palace of the Rajahs; church and chapel, Hindoo temples; with tea plantations, government iron works; and Forts Hastings, London, &c., in the neighbourhood. Cantonment at *Hawilbagh*, 5 miles. Good shooting and fishing. It belonged to the Ghoorkas, for a time, till annexed 1815. The snowy peaks of the Himalayas are ten stages distant, 20,000 feet above sea and upwards to 25,660 feet at *Nanda Devi*. There is a pass over them, 18,000 feet high, to Lake *Mansarowar* in Thibet, the sacred lake, at or near which the great Rivers Ganges, Indus, and Brahmapootra rise. It was lately examined by a surveying Pundit, despatched by Major Montgomerie, who penetrated to Rudok in north-west Thibet, passing lakes of salt and borax on a plateau, 15,000 feet above the sea.

Ambala.—See **Umballa.**

Amherst, in Tenasserim, Burmah, 20 miles south of Moulmein.

Amravati, or **Amraoti.**—See **Oomrawuttee.**

Amritsar.—See **Umritsur.**

Andaman Islands, in the Bay of Bengal: a commissionership and the seat of a convict settlement, at *Port Blair*, 400 miles south-west of Rangoon, first chosen, 1858, for the Sepoy rebels. There are about 7,700 convicts, and 1,400 military and police; some thousand acres of jungle have been cleared, of which much is under cultivation. A church has been built. The ticket-of-leave system is worked with success. Only convicts transported for life are to be sent here. Here Lord Mayo, the Viceroy, on a visit of inspection, was assassinated by a convict, 8th February, 1872. A lighthouse has been built on the Cocos Island, to the north. The **Nicobar Islands,** about 250 miles south-east, have been added to the convict settlements, and contain barracks at Camorta, &c., a hospital, and cotton plantations.

Arracan.—See **Akyab.**

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from Arcot. Population, 37,495. It has a church, central gaol, an alligator pond near the magazine, a large pagoda, and a strong built fort and palace, in which Tippoo's children were confined, 1806; when two regiments of Sepoys being roused by some new regulations about turbans, beards, and caste marks, mutinied, 9-10th June, killed Col. Fancourt, three officers, and 112 men of the 69th; and were put down by Col. Gillespie and a troop of the 19th dragoons who galloped off from Arcot on hearing the news. Sergeant Brodie, with a party, was defending himself on the ramparts, when he saw a horseman spurring up. The last time he had seen Gillespie was in St. Domingo. Turning to his men, he cried out, "If Col. Gillespie is alive he is at the head of the 19th Dragoons; and God Almighty has sent him from the West Indies to save our lives in the East." —Raikes's *Englishman in India.*

Vizagapatam, or **Vishakpatanam,** a collectorate, and zillah court, in the North Circars, on the low Golconda or Coromandel Coast, 491 miles north-east of Madras, in view of hills 600 to 2,000 feet high. Population, 30,292. Two Hotels. It contains Vizianagram, as below; and is flat, well watered, and agricultural. Here Col. Lambton measured a base line for the Trigonometrical Survey. Hot, April to June, in N.E. monsoon, but no surf.

Vizianagram, Viziannagaram, or **Vijayanagram,** a former cantonment in Vizagapatam, in the North Circars, under the East Ghauts, 513 miles north-east of Madras, 41 miles from Chicacole; which gives name to a native estate or Zamindari, containing 1,600 villages, with a population of 562,000, and paying a rent-charge of £50,000 to the Government. The Zemindar has been created a Maharajah and K.C.S.I. since 1865. Population, 2,258 It is a healthy spot, with a fort, built 1713, church, and Palace, 12 miles from the sea, at Bimlipatam. The Ghauts, 6 miles off, are 3,000 feet high. At *Bobilee*, or Dobili, about 30 miles north of this, in the Deccan, is a jungle fort which belonged to Runga-Rao, a Polygar rajah of high caste, when it was stormed by the French under Bussy, 1753. Finding he could not hold out, he and his head men refused quarter, massacred their wives and children to the number of 500, and then rushed out like furies to die on the walls. The upland country to the north, called *Gondwan*, is peopled by the Gond or Khond race, and is a wooded district not much known. Part has been surveyed by Col. Saxton, who found the hills cultivated to the tops, on stone terraces, built by the women.

Wellington, or **Jacktala,** a military sanatarium in the Neilgherries, about 6,000 feet high, between Ootacamund and Coonoor, founded 1847 by Lord Tweeddale. Protestant and Roman Catholic churches.

Wynaad, or **Wainad,** a forest district of Malabar, in the West Ghauts, near Coorg; containing Manantoddy, 76 miles north-west of Ootacamund, 67 miles from Mysore, 70 miles from the coast, and 4,000 feet above sea; ceded by Tippoo, 1792. Sandal wood, cardamoms, coffee, and chinchona bark are raised, and planting is carried on. Road improvements have also been effected. Some gold-bearing rocks are worked at Devala, Glen Rock, &c., the reefs having been favourably reported on by the Government surveyor.

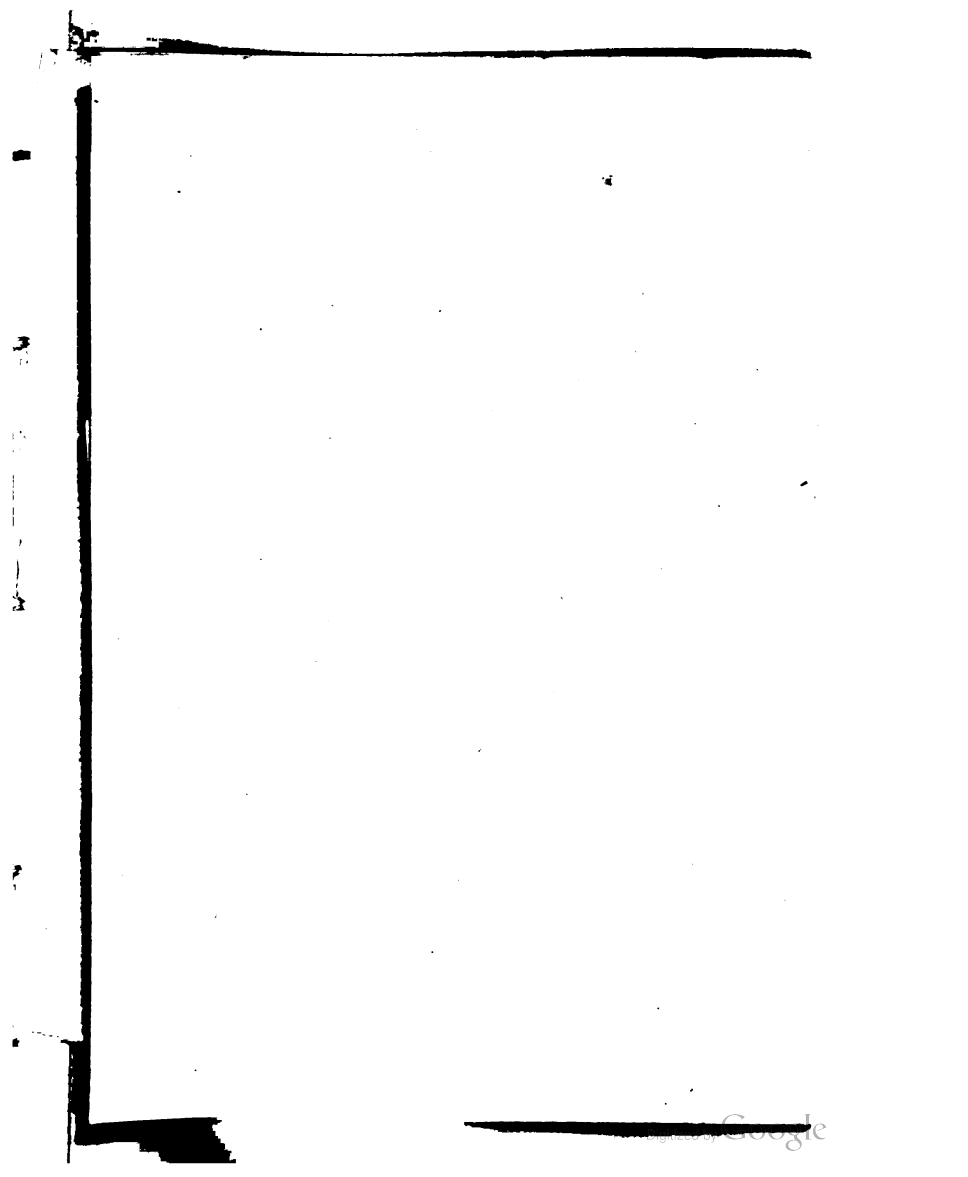
MADRAS TO CALCUTTA.

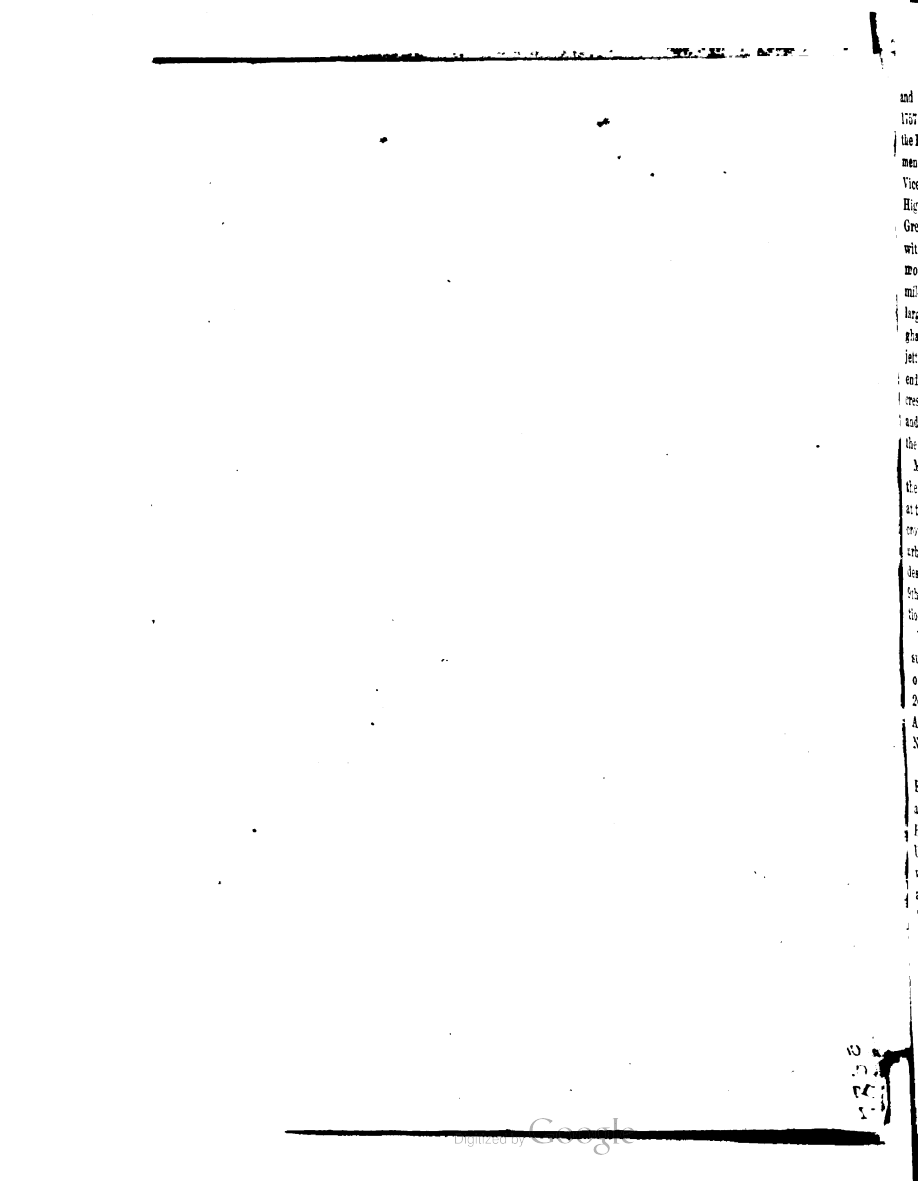
Travellers proceeding to Calcutta perform a sea voyage of three days from Madras. Nothing whatever of interest is passed, except a few native boats, and occasionally a homeward-bound steamer.

The low, well-lighted shore on the left belongs to the province of *Orissa*, where the famine of 1866 carried off a million persons. About 100 miles distant from Calcutta the vessel enters the Hooghly River at Saugor Island, and passes the Sunderbund to Diamond Harbour, 40 miles from Calcutta. In many places the banks of this stream are high and almost cliff like.

CALCUTTA—*Railway Station and Telegraph.* The Metropolis of India, on the River Hooghly, belonging to the English since a factory was ceded, 1664; so called from Kali, "a goddess," and Cuttah, a "temple." It is 7,950 miles from England by Canal, against 11,670 by the Cape. The time is nearly 6 hours before Greenwich.

Calcutta is on the east bank of the river, about 100 miles from the mouth, at Sangor Island (tigers), and 40 miles from Diamond Harbour; and began with *Fort William*, which the Emperor Aurungzebe granted to the East India Company,


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and which Clive extended into a regular citadel, 1757. The middle forms an immense square round the Esplanade, or Maidan, on which stands Government House, the large and beautiful seat of the Viceroy. Other city buildings are the Town Hall, High Court, Hospital, Jail; English, Portuguese, Greek, Roman Catholic, and Armenian Churches; with the Bazaars, Hindoo pagodas, Mahomedan mosques, &c., in the native quarters, stretching six miles along the river, which has deep water for the largest ships up to Garden Reach, opposite the ghauts or landing-places. There are a series of jetties, for large sea-going steamers, at the north end of the town. Here the city looks like a crescent with the Esplanade, the Eden Gardens, and Drives in front, and Government House and the Fort at the Chowringhee, or south end.

Many broad, clean streets are now seen, one of the best being Old Court-House Street, with a spire at the end; new streets have been opened through crowded quarters, and the native bustees or suburbs are drained. The cyclone of November, 1867, destroyed 30,000 native houses; and another, June 9th, 1870, which lasted sixteen hours, was proportionately destructive.

Population (1881), 443,220, or 777,300, with suburbs, mostly Hindoos, with a good proportion of Mahomedans. About 20,000 are Europeans; 20,000 Eurasians (of mixed blood); and many are Armenians, Greeks, Jews, Chinese, Parsees, and Negroes.

HOTELS.—All near Government House. Great Eastern, or Wilson's, the largest; every one is attended by his own servants. Adelphi; Spence's; Esplanade; Europe; Hards; Paris; Waterloo; United States. The site of Linton's Hotel is covered with Government offices. There are some hotels at Howrah Terminus, across the new bridge. Several boarding houses.

Horse gharries may be had; Rupees 2 for five hours; Rupees 3 for eight hours.

Official Authorities.—*Viceroy and Governor-General of India*, His Excellency the Marquis of Ripon, K.G., G.M.S.I., appointed 1880. *Commander-in-Chief*, His Excellency Gen. Sir D. Stewart, Bt., G.C.B. *Lieutenant-Governor of Bengal*, Hon. A. Thompson, C.S.I., C.I.E. *Lieutenant-Governor of North-Western Provinces* and *Chief Commissioner of Oudh*, Hon. Sir A. C. Lyall, C.B., C.I.E. *Lieutenant-Governor of Punjab*, Hon. Sir C. U. Aitchison, C.S.I., C.I.E. *Chief Commissioner of Central Provinces* (Nagpore), H. W. B. Jones, Esq., C.S.I.; *of British Burmah*, C. E. Bernard, Esq.; *of Assam*, C. A. Elliott, Esq., C.S.I. *Supreme Court of Judicature*, *Chief Justice* (officiating), Hon. Romesh Chunder Mitter. *Bishop of Calcutta*, Right Rev. Dr. Johnson. *Members of Council*, Gen. Sir D. Stewart, Bart.; J. Gibbs, Esq., C.S.I., K.C.S.I., C.I.E.; Lieut.-Gen. Wilson, C.B., C.I.E.; C. P. Ilbert, Esq., C.I.E.; Sir E. C. Bayley, K.C.S.I., C.I.E.; T. C. Hope, Esq., C.S.I., C.I.E.; Sir A. Colvin, K.C.S.I.; besides nine additional members (English and native) for making laws. *Secretary*, D. Fitzpatrick, Esq. *Secretaries to Government of India*—In the Home Department, A. Mackenzie, Esq. For Finance, D. Barbour, Esq. For Foreign Business, C. Grant, Esq., C.S.I. Legislative, D. Fitzpatrick, Esq. Revenue, Agriculture, and Commerce, E. C. Buck, Esq. Military Affairs, Colonel Chesney, R.E., C.S.I. Public Works, Colonel Trevor, R.E., C.B., V.C.

CHIEF OF THE POLICE.—J. Munro, Esq.

MINT MASTER.—Major-General Tennant, R.E., C.I.E.

CURATOR OF ANCIENT MONUMENTS.—Major Cole, R.E.

INSPECTOR GENERAL OF FORESTS.—

Residents at Foreign Courts, Commissioners, and Political Agents:—

ADEN.—*Political Resident*, Brig.-Gen. Blair, V.C.

AJMERE.—*Chief Commissioner*, Colonel Bradford, C.S.I.

AKALKOT.—*Political Agent*, G. Waddington, Esq.

ASSAM.—*Chief Commissioner*, C. A. Elliott, Esq., C.S.I.

BARODA.—*Resident and Agent*, Major-General Watson, V.C., C.B.

BHAGHELKUND.—*Political Agent*, Captain Barr.

BHOPAL.—*Political Agent*, Colonel Kincard.

BHOPAWUR.—*Political Agent*, Lieut.-Col. Miller.

BILUCHISTAN.—*Agent*, Lieut.-Colonel Sir R. Sandeman, K.C.S.I.

BUNDELKUND.—*Political Agent*, Capt. Cooke.

CENTRAL INDIA.—*Agent*, Sir Lepel Griffin, K.C.S.I.

COORG.—*Commissioner*, Colonel Clarke.

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CUTCH.—*Political Agent*, Lieut.-Col. Goodfellow.

DHOLEFOOR.—*Political Agent*, Lieut.-Col. Dennehy.

GWALIOR.—*Resident*, Col. Bannerman.

HAZOWTEE AND TONK.—*Political Agent*, Major Muir.

HYDERABAD.—*Resident*, F. C. Cordery, Esq.

JHATTAWUR.—*Political Agent*, Major Abbott.

KAIRA (CAMPAY).—*Political Agent*, A. Spry, Esq.

KASHMIR.—*On Special Duty*, Col. Sir Oliver St. John, R.E., K.C.S.I.

KATTYWAR (KATHIAWAR).—*Political Agent*, Col. West.

KOLABA.—*Political Agent*, J. Elphinstone, Esq.

KOLAPORE (KOLHAPUR).—*Political Agent*, Lieut.-Col. Reeves.

KOTAH.—*Political Agent*, Major Bayley.

LADAKH.—*Joint Commissioner*, Ney Elias, Esq.

MAHEE KANTA.—*Political Agent*, Lieut.-Col. Wodehouse.

MALWA (WESTERN).—*Political Agent*, Lieut.-Col. Martin, C.B.

MEYWAR.—*Resident*, Brevet-Col. Walter.

MUSCAT.—*Political Agent*, Lieut.-Col. Miles.

MYSORE AND COORG.—*Resident and Chief Commissioner*, Sir J. Gordon, K.C.S.I.

NEPAUL OR NIPAL (KATMANDHOO).—*Resident*, C. E. R. Girdlestone, Esq.

PAHLUNPOOR.—*Political Superintendent*, Col. P. Le Geyt.

PERSIAN GULF (BUSHIRE).—*Resident and Political Agent*, Lieut.-Col. E. C. Ross.

POONA.—*Agent*, Sir W. Wedderburn, Bart.

PORT BLAIR AND NICOBARS.—*Chief Commissioner*, Col. Cadell, V.C.

PUDUKOTAL.—*Political Agent*, H. Sullivan, Esq.

RAJPOOTANA.—*Agent*, Col. Bradford.

RAJPOOTANA (EAST).—*Resident*, Surgeon-Major Stratton.

RAJPOOTANA (WEST).—*Resident*, Lieut.-Col. Powlett.

REWA KANTA AND PANCHMAHALS.—*Political Agent*, W. Woodward, Esq.

SATTARA.—*Political Agent*, W. Pratt, Esq.

SAWUNT WARREE (SAVANTVADI).—*Political Superintendent*, Col. Westropp.

SCINDE, OR SIND.—*Commissioner*, H. Erskine, Esq.

SOUTH MAHARATTA COUNTRY.—*Political Agent*, Lieut.-Col. Reeves.

SURAT.—*Agent*, J. White, Esq.

TRAVANCORE AND COCHIN.—*Resident*, J. Hanyngton, Esq. (under Madras.)

TURKISH ARABIA (BAGHDAD).—*Political Agent*, T. Plowden, Esq.

ULWUR.—*Political Agent*, Major Peacock.

ZANZIBAR.—*Political Agent*, Sir J. Kirk, K.C.M.G.

MONSOONS (rainy season) commence in July and end about November; hot months, April to June; cool, November to March, with close weather, September and October. During the monsoon, which sets in about the end of April, the tidal wave generally dashes up the Hooghly River 20 miles per hour. All boats then make for the centre of the river, where the wave does not curl and break over. Ships often part their cables. The lower part of the river is then about 8 feet higher than the upper portion (the tide rising that number of feet per minute). The height of the Bore varies from 5 to 12 feet. Cyclones, sometimes in May, September, and October.

THERMOMETER.—Lowest range, 52°; highest range, 100°.

CALCUTTA BANKS.—Agra Bank Limited; Oriental Bank Corporation; Delhi and London Bank Limited; Chartered Mercantile Bank; Bank of Bengal; Chartered Bank of India, Australia, and China; Grindlay and Co., Comptoir d'Escompte de Paris; King, Hamilton, and Co.; Gillanders and Co.; Hong-Kong and Shanghai Banking Corporation; National Bank of India Limited; Land Mortgage Bank Limited.

Office hours from 10 a.m. to 4 p.m.

CURRENCY (RUPEES AND ANNAS).—Accounts are kept here in current pice, annas, and rupees, and sicca rupees, thus:—12 current pice make 1 current anna; 16 current annas make 1 current rupee. Sovereigns are Rs. 10¼ to Rs. 10⅝ each. Notes from Rs. 5 to Rs. 10,000.

ELECTRIC TELEGRAPH from Central Office. Telegraph to England, 2rs. 12an. Overland Mails are made up at the Post-office to Bombay and Madras, daily. A special post for the conveyance of letters and newspapers to England is made up for the weekly Bombay Mails. Director-General Post Office, F. R. Hogg, Esq.; Director of Telegraphs, ——

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RAILWAYS.—*East Indian*, to Benares and Delhi; open throughout, from the Howrah terminus, accessible by steamer, or by the new bridge. *Eastern Bengal*, to Koochtee and Goalundo. *Calcutta and South Eastern*, to the mouth of the Ganges, where Port Canning is newly founded on the Mutlah. There are four classes on the rail; but few first class passengers. Good refreshment rooms are provided, mostly under Kellner and Co. —See *Time Tables* at the end of this work.

TRAVELLING CONVEYANCES.—Dawks, river steamers, mail carts. On horseback—this mode must be adopted where a dawk has not been established; and when so journeying the traveller should rise at 5 a.m., and, after taking a cup of coffee and a crust, mount his nag, travel about 25 miles, taking care to send his servants on before him with his tent and baggage, and, as soon as the sun is well up in the horizon, his tent should be pitched in a shady grove. There is a large river traffic. Between Calcutta and Shahegunge as many as 18,000 boats have been counted in six months, or 100 a day, including barges and steamers (some 200 feet long). They carry wheat, pulse, grain, seed, oil, sugar, tobacco, saltpetre, horns, hides, jute.

NEWSPAPERS.—*Friend of India, Englishman, Indian Daily News, Calcutta Observer, Indian Public Opinion, Chartvart*, &c. The English newspapers, on the arrival of every mail, can easily be procured of all booksellers. There are about 40 newspapers, of which almost half are English; the rest are native papers and periodicals. The first native paper was the *Sumachar Durpan*, or Moon of Light, issued 1818. *Mookerjee's Magazine* is written in English, by native Bengalees.

STEAM PACKETS.—*Peninsular and Oriental Company's Steamers* (Mr. C. Wilkinson, agent) arrive every other Tuesday, from England, and depart homeward-bound for Madras, Ceylon, Singapore, Hong Kong, Shanghai, Australia, Alexandria, Malta, Gibraltar, and London, every other Monday, &c., according to the season. The *British India Co.* (Agents, Mackinnon & Co.) to Madras, Ceylon, Red Sea, and England, every two weeks; and periodically to Bombay, Kurrachee, Persian Gulf, East Africa, Java, and Queensland. By arrangement with the Peninsular and Oriental Company, it takes passengers at through rates to Chittagong, Rangoon, and Moulmein. This Company started 1856, and has now 70 to 80 ships, which touch weekly or otherwise at most of the ports round the Peninsula with the mails, under subsidies from the Government. *Asiatic Company's Steamers*, monthly to Rangoon. *French Messageries Steamer* (Agent, M. De Ferrier) arrives every fourth Tuesday or Wednesday, and leaves every fourth Tuesday or Saturday. *City* and *Star* Lines, from Liverpool; *Bird* Line, from London; *Florio-Rubattino* and *Fraissinet* lines, from Genoa and Marseilles. More steamers come here than ever since the Suez Canal was opened.—See Steamer Lists in *Bradshaw's Guides*. Messrs. King, Hamilton, and Co. give information of all kinds.

The Indian Navy, as reconstituted, is under a Director and a Deputy at Bombay and here. Deputy, Captain Carew.

DISTANCE DOWN THE BURMA COAST (British India Company).—To Chittagong 376 miles, Akyab 190, Kyouk Phyoo 76, Sandoway 119, Baseein 247, Rangoon 252, Moulmein 147, Tavoy 207, Mergui 90, Pakchan 274, Kopah 85, Junkseylon 161, Penang 200, Malacca 265, Singapore 130; total, 2,820 miles.

DOWN THE COROMANDEL AND MALABAR COASTS (British India Company).—To False Point 215 miles, Pooree 80, Ganjam 51, Gopalpore 15, Bimlipatam 112, Vizagapatam 17, Coconada 74, Masulipatam 100, Yperpollium 80, Madras 194, Pondicherry 79, Cuddalore 17, Negapatam 58, Galle 440, Colombo 69, Tuticorin 149, Colachel 106, Alleppey 98, Cochin 34, Narrakal 10, Beypore 80, Calicut 11, Waddagherry 26, Tellicherry 13, Cannanore 13, Mangalore 77, Carwar 132, Goa 48, Vingoria 28, Ratnagherry 76, Bombay 123; total, 2,626 miles.

MOST REMARKABLE OBJECTS, viz.:—

Government House, a large Grecian pile, built by Marquis Wellesley, in 12 acres of ground, with statues of Wellesley, Dalhousie, Hardinge, Canning, Mayo, Lawrence, and Sir W. Peel; portraits of Clive, &c. Belvedere, seat of the Lieut.-Governor, near the Racecourse and Zoological Gardens. High Court and Appeal Courts, all in one handsome building, 450 feet long, with portraits. Town Hall, a good building (statue of Hastings), where Chief Justice Norman was murdered, 1871. The Municipality, consisting of the justices and a chairman appointed by Government, spent £816,580 (1881), and has a debt of nearly 1½ million.

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Column to Sir David Ochterlony, overlooking the Government Tank. Post-Office, a handsome building on the site of the famous *Black Hole*, which (as discovered by Mr. Bayne) stood on the north side, inside the gate in Dalhousie Square, facing Lall Bazaar, near the City Fountain. Here a pillar bore four tablets, afterwards placed on Job Charnock's tomb in St. John's Church-yard.

St. Paul's Cathedral, or Metropolitan Church, 247 feet long, erected in Bishop Wilson's time; with several monuments; St. John's Old Cathedral (old monuments); Old Mission Church, near Church Missionary House; St. Peter's or Fort Church; St. Andrew's Scotch Church; Roman Catholic Cathedral; St. Thomas Roman Catholic Church.

Engineer College (formerly Sanskrit College); Bishop's College, near Botanical Gardens; Dalhousie Institute (busts) and Library.

Metcalfe Hall; Secretariate, on site of Writers' Buildings; Mint.

University, founded 1857; Theatre; Bengal Club; Hindu, or Presidency College, founded 1855; Medical College, founded 1835; Hughli College, founded 1836, by a Mahometan; Jesuits' College; Asiatic Society and Museum, founded 1774, by Sir W. Jones; Bethune Society; General Assembly's Institution; Geological Society and Museum; Mahomedan Madrissa College, established 1780, by Hastings, to teach Arabic, &c. The Mahomedans have a Literary Society here.

King of Oudh's Palace, at Garden Reach.

Horse Bazaar, Dog's Hospital, Dock Yards. Suspension Bridge (over a rivulet which encircles the town); Tanks, especially the Loll Diggie.

Imperial Museum, and site of the Industrial Exhibition of 1883-4, on the Meidan; Economical Museum for native products; New Sailors' Home. Three good Hospitals, with a city pauper hospital, a hospital at Howrah, and a lunatic asylum at Bhowanpore; Gholaum Muhamed's Mosque, and several other Mosques; Hindoo Temples and Pagodas; Gas Works; Forty-four Bazaars; and Jute and Cotton "Screws."

Botanical Gardens (on the left bank of the river), replanted since the late cyclones. The great Banyan tree has 300 stems, and is 1,000 feet round the outer branches.

TRADE.—One-third of the total India trade (120 millions) is done here, the exports being sugar, saltpetre, rice, linseed, indigo, tobacco, jute, shellac, cutch, buffalo horns, turmeric, hides, castor oil, cotton, tea, and opium (to Shanghai); with embalmed corpses of Mussulmans shipped for Meshid Ali and Kerbela, on the Euphrates. In the suburbs are several jute mills for making gunny bags, with cotton mills. Most of the jute goes to Dundee. In 1871-2, the imports from foreign ports amounted to 19¼ millions sterling, of which 15½ millions were merchandise; exports were 27⅞ millions. There entered and cleared 821 vessels of 802,100 tons, and 870 vessels of 842,600 tons. In 1873-4, the total exports and imports were 43 millions; in 1874-5 they were 46¾ millions; in 1880, 52½ millions. About 25,000 coolies were shipped to Mauritius and Demerara.

UNITED STATES CONSUL-GENERAL.—H. Mattson, Esq.

BOOKSELLERS.—Newman; Thacker, Spink, & Co.; Wyman's. Tourists' Guides and descriptions of Calcutta may be obtained.

AMUSEMENTS, VIZ.:—Theatre, Concerts, Nautches, Jackall, Wild Buffalo, Boar, and Tiger Hunting (the Calcutta Hunt keep a good pack of dogs here), Cheeta (Leopard) and Antelope coursing, Deer Stalking and Bustard Shooting, Horse Racing, Yachting, &c.

NATIVE FESTIVALS are worth seeing. The Dusserah (takes place about the end of September), a Hindoo festival which occupies four or five days. The Churuk Poojah, a Hindoo festival, which lasts four days. The Ruth Jatra (the airing of the images), when Juggernaut's car is drawn by thousands of coolies. The Mohurrum (Mahomedan festival), which occupies eight days, and is celebrated with great pomp and splendour. The Buckra Eade, or Goat Sacrifice (Mahomedan festival). The Bhearer (Mahomedan festival). The scene exhibited on the banks of the Ganges on the evening of its celebration is truly magnificent.

NEIGHBOURHOOD.—*Howrah*, across the Hooghly, the "Southwark" of Calcutta, near the East India Railway Company's works and terminus and the new bridge; Dum Dum Barracks; *Titteghur*, a beautiful spot for Calcutta residents, on Eastern Bengal line; *Barrackpore* (or Charnock), the Viceroy's Country Seat, past Kidderpore dockyard.

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RENTS.—Rs. 70 to Rs. 100 a month for moderate quarters. Up the country, Rs. 50 to Rs. 100.

WATER.—About £100,000 a year has been spent on water supply and drainage: Calcutta, which stands low, nearly on a level with high water, is now sweet and clean. The drains and cesspools are covered in, and the contents brought to a pit outside the city; where the sewage is deodorised and used for agricultural purposes. These works (by Mr. W. Clarke, the engineer), erected in spite of native opposition, have reduced the mortality by one-half, saving 10,000 lives a year. Water is laid on to all the houses from reservoirs at Barrackpore, so that the trade of the water-carrier, or panee-wallah, is hardly called for. The old aqueducts are broken up. Fleas and bugs are troublesome.

SANATARIUM FOR CALCUTTA.—Darjeeling Mountain, belonging to the Sinchul range. This temperate climate can be reached *viâ* Sahibgunj on East Indian Rail, from which it is 165 miles distant. It stands 7,300 feet above the level of the sea—thermometer, 55°. Preparis Island, in the Bay of Bengal, has been recommended as a sanatarium. A scheme is on foot for reclaiming part of the *Sunderbunds*, at the mouth of the Ganges, which will greatly promote the health of the metropolis of India.

In the Bay of Bengal is *Port Blair*, on the east side of the S. Andaman Island, a convict settlement for India, about lat. 11° 42′; where the Earl of Mayo was assassinated, 1872. A telegraph cable is laid past this from Moulmein to Penang.

LIST OF PRINCIPAL DATES AND GOVERNORS GENERAL.

1498 Vasco de Gama arrives at Calicut.
1601 English India Company's ships sail for India.
1612 English factory at Surat.
1641 Fort St. George built at Madras.
1642 First English factory at Calcutta.
1653 Madras made a Presidency.
1668 Charles II. gives Bombay to the Company.
1687 Pondicherry founded by the French.
1698 Fort William built at Calcutta.
1751 Clive relieves Arcot.
1756 Black Hole tragedy.
1757 Battle of Plassy.
1758 Clive, Governor of Bengal.
1760 Vansittart, Governor of Bengal.
1764 Battle of Buxar.
1765 Clive, Governor of Bengal, second time.
1772 Warren Hastings, Governor-General.
1785 Macpherson, Governor-General.
1786 Lord Cornwallis, Governor-General.
1793 Sir J. Shore, Governor-General.
1798 Lord Mornington (Marquis of Wellesley), Governor-General.
1799 Death of Tippoo Sahib.
1803 Battle of Assaye.
1805 Lord Cornwallis, Governor-General, 2nd time
—— Sir G. Barlow, Governor-General.
1807 Lord Minto, Governor-General.
1813 Lord Moira (Marquis of Hastings), Governor-General.
1823 Lord Amherst, Governor-General. First Burmese war.
1828 Lord W. Bentinck, Governor-General. (Mr. Canning had been nominated.)
1833 Free trade with India.
1835 Sir C. Metcalfe, Governor-General.
1836 Lord Auckland, Governor-General.
1839–42 Afghan War.
1842 Lord Ellenborough, Governor-General.
1843 Scinde annexed.
1844 Sir H. Hardinge, Governor-General.
1846 Sikh war.
1847 Lord Dalhousie, Governor-General.
1849 Annexation of Punjab.
1853 Burmah annexed.
1856 Lord Canning, Governor-General.
1857 Sepoy Mutiny begun at Barrackpore. Death of Havelock.
1858 India transferred to Crown, 1st September.
1861 Order of Star of India.
1862 Lord Elgin, Viceroy.
1863 Sir John Lawrence, Viceroy.
1869 Lord Mayo, Viceroy (19th January).
1869–70 Duke of Edinburgh in India.
1872 Assassination of Lord Mayo (8th February).
—— Lord Northbrook, Viceroy.
1874 Famine in Bengal, cost 6½ millions.
1875 The Prince of Wales visits India.
1876 Lord Lytton, Viceroy.
1877 The Queen proclaimed Empress of India.
1877–8 Famine carried off 5½ millions.
1878 Indian regiments embarked for Malta.
1879–80 War in Afghanistan.
1880 Marquis of Ripon, Viceroy.
1882 Indian Contingent sent to Egypt.
1883 Calcutta Exhibition. Duke and Duchess of Connaught in India.

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PRESIDENCY OF BENGAL.

Most of the following particulars are derived from the Annual Parliamentary *Statement of the Progress and Conditions of India; Maps and Statistics relating to India* (Parliamentary Paper, 1869); Hunter's *Imperial Gazetteer*, and Thornton's *Gazetteer of India*. See also the *Indian Traveller's Guide*, published at the *Bombay Gazette* Office; and the official *Catalogue of Maps of the British Possessions in India*, by T. Saunders, Esq., of the India Office—the arrangement of which is an excellent key to all the complicated divisions of the Peninsula.

[Calcutta, Madras, and Bombay are the only official centres with which the Secretary of State for India corresponds directly; and the distribution of places in the three short Gazetteer Lists of this *Overland Guide* is made, with a few exceptions, on this principle.]

There are *three* Bengals—1st, the Presidency at large, consisting of everything outside the other two Presidencies; 2nd, the Lieut.-Governorship of Bengal, or the Lower Provinces; 3rd, the Province of Bengal, or Presidency Division, near Calcutta.

OFFICIAL AUTHORITIES.—*Lieutenant-Governor*, The Hon. A. R. Thompson, C.S.I., C.I.E., 1877, assisted by twelve Members of Council, English and Native. *Secretary to Government*, H. C. Levinge, Esq. *Secretaries—General and Revenue*, H. Reynolds, Esq.; *Judicial and Political*, F. Peacock, Esq.; *Financial*, C. Macaulay, Esq., M.A.

Bengal, or the **Lower Provinces**, under a Lieutenant-Governor at Belvedere, Calcutta, was first acquired by Clive, 1757, and consists of the lower parts of the Ganges and Brahmapootra, most of which is a rich plain, 200 miles wide, bordered by hills; taking in Upper and Lower Bengal. At the census of 1871 (the first regular one ever taken), the population was found to be 66,857,000, whereas the estimated population was only 42½ millions; and all the calculations based on this estimate were so far wrong. One-half of the Presidency is the most densely populated in the world, ranging from 500 to 570 the square mile, at Burdwan, Patna, &c. Of the whole population, 21 millions are Mahomedans. Much of the opium, which contributes so largely to the revenue, is grown by the Bengal government, and brought to the two great centres, Patna and Benares; the latter, however, being just outside Bengal proper. Tobacco is grown in almost every district. The native states of Cooch Behar, Hill Tipperah, Cuttack Mehals, Chota Nagpore Mehals, and Sikkim, are under the Lieut.-Governor's rule.

Revenue of the Presidency (1880), 18½ millions; expenditure, 7½ millions. Opium (exported at Calcutta) produced 7 millions, Land 3¾ millions, Salt (duty 2rs. 14an.) 2½ millions. The Salt Customs Frontier line is abolished. Cotton goods are made at Santipore, where they have been seated for many years; Cotton carpets at Rungpore; Silk at Beerbhoom.

Schools 33,380, with 819,000 scholars. There are 40 native Papers, including 18 in Calcutta, one of which is the *Theistic Quarterly Review*, of the Brahmo Samaj party.

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1.—The Districts under British rule, in this Presidency and the Provinces lying outside the other two Presidencies, are made up from possessions acquired as under:—

DATE.	TERRITORY.	FROM WHOM ACQUIRED.
1757	Twenty-four Pergunnahs (*i.e.* Calcutta and its suburbs)	Nabob of Bengal.
1760	Burdwan, Midnapoor, Chittgong	Ditto.
1765	Bengal, Bahar, &c.	The Mogul.
	[These with Masulipatam, the Company's Jaghire (Madras, &c.) and North Circars, as mentioned under *Madras*, were the first important acquisitions in India, all made by Lord Clive.]	
1775	Zemindary of Benares	Vizier of Oude.
1786	Pulo Penang (now Straits Settlements).	King of Queda (Malacca)
1801	Gorruckpoor, Lower Dooab, Bareilly, &c.	Vizier of Oude.
1802	Districts in Bundelcund, &c.	The Peishwa.
1803	Cattack, &c.	Rajah of Berar.
1815	Kumaon and part of the Teriae	Nepal.
1817	Saugor, Huttah, &c.	Peishwa.
1818	Ajmere	Dowlat Rao Scindia.
1818	Districts on the Nerbudda, Patna, Sumbhulpoor (East of Nagpore)	Rajah of Berar.
1824	Singapoor	Rajah of Johore.
1825	Malacca	Holland.
1826	Assam, Arracan, Tenasserim, &c.	King of Ava.
1835	Jynteah	Rajah of Jynteah
1836	Loodeeana	Lapsed territory.
1836	Feerozpoor	Ditto.
1838	Part of Protected Sikh States	Ditto.
1840	Jaloren	Ditto.
1843	Khytal	Ditto.
1845	Serampore (by purchase)	Denmark.
1846	Julinder Doab	Dhuleep Singh.
1847	Part of Protected Sikh States	Annexed.
1849	Punjab	Ditto.
1849	Jeitpoor	Lapsed territory.
1850	Sumbhulpoor	Ditto.
1852	Pegu (British Burmah)	Burmah.
1854	Napoor	Annexed.
1855	Odeypoor	
1856	Oude	Annexed.

STATE PENSIONERS.

- Princes of the House of Delhi.
- Nawaub of Bengal.
- Ameers of Sinde.
- Princes of the House of Tippoo
- Rajah of Benares.
- Ranee of the Punjab.
- Rajah of Coorg.
- King of Oude.

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2.—NATIVE STATES outside the Regulation Districts:—

STATES.	LOCALITY.	AREA IN SQUARE MILES.*	POPULATION.*	ANNUAL REVENUE.
				£
Alee Mohun, or Rajpoor Ali	Malwa, or Central India,			
	on the River Nerbudda	708	69,400	
Amjherra	Ditto.	584	57,230	
Bahadoorgurh	Next to Delhi	48	14,400	
Bhawlpoor, or Bhawalpore	Cis-Sutlej	25,200	925,000	
Bhopal	Central India	6,764	663,700	137,625
Bullubgurh	Next to Delhi	190	57,000	
Bundelcund	Central India	8,404	823,600	
Burwanee	Ditto	1,380	22,200	
Cooch Behar	North-east Frontier	1,364	136,400	
Cossiah and Garrow or Garo Hills	Ditto	4,347	65,200	
Cuttack Mehals	Orissa	16,729	762,000	
Deojana	Near Delhi	71	6,390	
Dewas	Central India	256	25,000	42,500
Dhar	Ditto	2,091	125,000	43,700
Furrucknuggur	Next to Delhi	22	4,400	
Golab Singh's Dominions	Cashmere	60,000	3,000,000	
Gurwhal	North-west Provinces		200,000	8,000
Gwalior	Central India	33,119	2,500,000	930,910
Hill States	Mostly Cis-Sutlej and a few Trans-Sutlej	9,710	695,700	
Hyderabad	The Deccan	95,337	10,700,000	
Indore (Holkar's Possessions, &c.)	Central India	10,666	708,100	300,000
Jhujhur	Next to Delhi	1,230	110,700	
Jowrah	Central India.	872	85,460	65,524
Koorwaee	Ditto	200	19,600	
Kuppoorthulla	Trans-Sutlej	598	212,721	57,700
Lozahoo	Near Delhi	200	18,000	
Munnipore	North-east Frontier	7,584	76,000	1,425
Nepal	North Bengal	54,000	2,000,000	430,000
Omutwarra	Central India	1,348	132,100	
Patowdee	Near Delhi	74	6,660	
Rajpoot States (including Jeypore, Marwar, Oodeypore)	Rajpootana	120,263	9,405,100	2,161,880
Rampore	Rohilcund	1,140	390,230	
Rutlam	Central India	936	91,730	
Saugor and Nerbudda Territories	Ditto	12,450	1,580,400	
Seeta Mow	Ditto	208	20,280	
Shahpoora	North-west Provinces			30,000
Sikh Protected States	Cis-Sutlej	6,306	1,895,000	
South-west Frontier of Bengal	Orissa	28,717	1,151,900	
Sikkim	North Bengal	1,550	7,000	
Tipperah, or Hill Tipperah	Next to Burmah	7,632		

* For the population, &c., see remark on page 70.

3. GAZETTEER OF PRINCIPAL PLACES IN THE PRESIDENCY OF BENGAL, &c., OUTSIDE THE BOMBAY AND MADRAS PRESIDENCIES,

Including Bengal Proper, or Lower Provinces, North-West Provinces, Oude, the Punjab, Kashmir, Central Provinces, Central India, Rajpootana, Indore, Berar, Hyderabad, or the Nizam's Territory, and British Burmah.—For Mysore and Coorg, see *Madras Presidency*.

For Chief Post Offices, see list, page 66.

Abbottabad, in the Hazara district of the Punjab, 22 miles north of Hurripore: a cantonment, and sudder station, in a healthy spot on a plain, between the Indus and Jhelum, 3,000 feet above the sea, near the Sulhud Pass; named after Major Abbott, Deputy Commissioner in 1848. Population, 4,500. A Church here. Rawul Pindee and Peshawur, Cashmere, and the Himalayas, are near at hand. The *Hazara*, or *Hurzara*, country is a frontier district of alpine glaciers and snows in its upper part, 10,200 feet high at Machai Peak.

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Here the Pathan or Pushtu-speaking tribes gave some trouble in 1868, and Captain Ruxton was killed. It was finally settled by Colonel Keyes. A survey made by Colonel Johnstone shows the true course of the Indus here to be further north than as usually shown by the maps.

Aboo, Abu, or **Mount Aboo,** in Rajpootana, the head-quarters of the Marwar political agency of Rajpootana, in the Aravulli range, 49 miles from Deesa, the nearest railway station. Observatory, 3,945 feet high; highest peak, 5,655 feet. It was ceded, 1845, by the Rao of Serohi, on condition that no cows or pigeons were killed on the hill. A sanatarium, established 1847, stands 4,500 feet above the sea, near the pretty Nuki Talao (or Nail Tank) Lake, with a bazaar, post-office, barracks, church, and the *Lawrence Asylum*, for the children of European soldiers, who are trained for the survey and telegraph departments. The School was first opened 1854. It is a very healthy spot, the deaths among the children being only 8 per 1,000, against 91 on the plains. Average temperature, 69°; rain, 60 inches. At *Dilwada* is a Hindoo place of pilgrimage, with the *Temples* of Vimalashah, &c., built in the thirteenth century, of richly-carved white marble, said to have cost their Jain founders 30 to 40 millions sterling.—(Col. Tod's *Western India*).

Afghanistan.—See **Cabul.**

Agra, in the North-West Provinces; seat of a revenue commissioner and Agent, a sudder court, collectorate, military command, and railway station on the East Indian Rail, 906 miles north-west of Calcutta, by a branch of 15 miles out of the main line, 115 miles from Delhi, 750 from Bombay, by road, and 1,123 by rail. Population, 160,200. Railway, Beaumont's, Lawrie's, and other Hotels; club; travellers' bungalow; bazaar; three banks; Agra press office; churches, chapels, mission houses; bridge of boats, on the Jumna. This old seat of the Emperor Akbar, and late capital of the North-West Provinces, till the removal to Allahabad, stands on the south bank of the Jumna, and is about 4 miles by 3 miles, with a moated red granite embattled *Fort*, about 2 miles in circuit, on the river, captured by Lake, 1803, when a cylindrical gun was taken, 14 feet long, weighing 90,000lbs., with a ball of 1,500lbs. Within this Fort are the Judgment Hall (now an armoury) with 3 fine chairs, and Somnauth Gates, and a throne room, once the presence chamber, where Shah Jehan was confined by his son, Aurungzebe; Shah Jehan's glass palace, or Shish Mehal, with gilt cupolas, gold and blue tracery, and mosaic work; the small Motee Musjid, or Pearl Mosque, of pure white marble; and the large Jumma Musjid, marked by three domes. The river, sometimes half a mile wide, dries up in the hot months. Here the Duke of Edinburgh held the great Durbar, 1870. Large Cantonments. Public buildings are—Government House, with two wings; the *Metcalfe Testimonial*, in honour of Lord Metcalfe, some time Lieut.-Governor, having dancing and supper halls, and a library; Government College, in the Gothic style, for English and Oriental literature, established 1823; St. John's Church Missionary College; Havelock Chapel and Library, 1873; St. Peter's Roman Catholic College; Medical College; the central convict Prison, where 3,000 are employed in printing, weaving, paper-making &c.; and Thomason and other hospitals.

The old city walls, extending 7 miles by 3, take in many remains of suburban palaces, baths, mosques, the *Mausoleum of Edmadood Dowla* and other tombs, Hindoo temples, and a tank, now dry, about 53 feet square. Two handsome tombs, on the Secundra Road, have been converted into orphan schools; beyond which is the *Mausoleum of Akbar*, 100 feet high, on massive arches, 12 feet thick, surrounded by a piazza, and gardens of orange, banana, tamarind, peepul, and other trees. At the end of the Strand Road, 2 miles, is the famous **Taj Mehal,** the great sight here, a mausoleum, built by Shah Jehan, for his beautiful queen, Nur Jehan, or Moomtaza Zumanee, the Light of the World; a graceful domed structure of polished white marble, as fresh as when first built, carefully finished in every part and decorated with rich mosaics on a white ground inlaid with jasper, agate, cornelian, and other precious stones; the work of Florentine artists, about 1630, some of whom are buried in the Roman Catholic cathedral. The tombs of the Emperor and his queen lie under the central dome, inside an octagonal screen of arabesque work, 24 feet each side. The gardens contain fine old trees and fountains and reservoirs, within walls, 964 feet by 329 feet. The *Mausoleum* in the middle stands on a marble terrace, 400 feet square, 60 feet high; is

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190 feet square, with minarets 100 feet high at each corner, over which rises the gilt central dome, 260 feet high, 70 feet diameter. About 20,000 men were employed on the work for twenty-two years, at a cost of 3 millions of money.

The hospital and several other buildings were burnt or damaged in the Mutiny, 1856-7, till Col. Greathead got possession of the city. Yellow and blue dyed cotton goods are made. The Toondla Junction, on the main line, is 13 miles off. Indigo and jute are produced here. The Agra Canal to Delhi, 140 miles long, on the west side of the Jumna, was begun in 1868, and partly opened 1874.

Agra to *Jeypore*, 144 miles, is reached in 24 hours, *viâ Futtehpore Sikri*, 23 miles (the favourite retreat of Akbar), Bhurtpore, &c. The Rajpootana Railway from here, on the metre gauge of 3 feet 3⅜ inches, passes Jeypore (where a line from Delhi, *viâ* Rewaree and Ulwur, comes in), the Sambhur Salt Lake (now belonging to Government), and Ajmeer; thence round by Neemuch and Indore, to Khundwa, on the Great Indian Peninsula main line. The Khasi Hill tribes, near Agra, are reported to build stones and monuments, of a very Druid-like character.

Ajmere, in Rajpootana, 220 miles south-west of Delhi, 64 miles from Jeypore (the nearest station), 615 from Bombay, 1,040 from Calcutta: the seat of a commissioner for Ajmere and Mhairwarrah; with a government school, arsenal, and a sanatarium on Taragurh Hill. Population, 28,735. The Mayo College, for sons of Thakoors and chiefs, is well supported. Formerly a seat of the Emperor of Delhi, but half-ruined by the Mahrattas. Ruins of fine Hindu Temples—one fronted by a Mo slem addition. Here the stone for the Taj Mahal was got. The Shekawattee desert lies to the north. Rail to Erinpoora, Mount Aboo, Deesa, and Ahmedabad. Rail to Nusseerabad Cantonment, 16 miles (thence to Deolee, 52 miles), Neemuch, Indore, Khundwan.

Ajodhya.—See **Fyzabad.**

Akola, in West Berar (Hyderaba Assigned Districts): the head-quarters of the Commissioner, and a railway station (Great Indian Peninsula Rail), 363 miles from Bombay, 156 miles from Nagpore. Population, 15,000. It has a dâk, and private bungalows; commissioners' offices; a church, town hall, and clubroom; and salt wells on the River Purana, supplied from a subterranean lake. Roads to *Bassim*, among hills of 2,000 feet, 14 miles; to *Akote*, 27 miles, a cotton market, with carved buildings. Population, 14,090.

Akyab, in Burmah, 550 miles south-east of Calcutta, across the Bay of Bengal: the seat of the commissioner of Arracan. A church, 3 hotels, hospital, government school. The district includes Arracan, Ramree, and Sandoway, acquired 1825. Rice, tea, tobacco, lac, and teak, are exported. Population, 33,990. December and January cool; May to October wet.

Alipore, Alipur, or **Allypore,** a cantonment 3 miles from Calcutta, containing a gaol for 1,000 convicts, to which the court adjourns from Calcutta. Here are *Belvedere*, the residence of the Lieut.-Governor of Bengal, and the offices of the Commissioner of the Soonderbuns. Army clothing is made.

Aliwal, in the Punjab, on the Sutlej; where Sir Harry Smith, of Aliwal, defeated the Sikhs, 28th January, 1846, after a doubtful action at Bhuddiwal on the 20th.

Allahabad, the capital of North-West Provinces, and seat of the Lieut.-Governor; head of a revenue circuit and district, a military command, and a railway station (on East Indian Rail), where the Jubbulpore branch turns off to Bombay (845 miles distant), at the junction of the blue Jumna and dirty Ganges; 630 miles from Calcutta, 386 miles from Delhi, 340 feet above sea. Population, 148,550. Bridge of boats, now superseded by the railway. Steamers to Calcutta; barges to Delhi. Transit, dâk, and bullock trains are made up The letter boxes at the station are cleared by peons riding on bicycles—a new thing. Kellner's, Lawrie's, and other Hotels. Near the station are an institute, theatre, baths, gardens, for the use of the men. Buildings are springing up at the new English suburb of *Canningstown*, with its wide, well-planted streets. Rain June to September; and heat up to 110° and 118°. Nynee Tal, the nearest hill station.

Here are a cantonment, college, hospital, churches, three banks, club, bazaar, theatre, gaol, and government offices in the strong and handsome Fort, built by Akbar for this "City of God,"

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as the name signifies. It is finely placed at the head of the Dooab, or country between the two rivers; and has much picturesque scenery on the rocky banks of the Jumna, and among the groves of the surrounding country, dotted with villas and bungalows. The Muir University College, for the cultivation of Oriental literature, was begun 1872. Here are Sultaun Khossor's, or Kushru's, Cavaranseri, a fine cloistered quadrangle; some old tombs, including the mausoleum of the Ranee; the Jumma Masjid and other mosques. The *Fort* of red stone, approached by a very handsome gate, contains the Residency, and Akbar's Palace (now a depôt and armoury), and the Asoka pillar or iron club of Bhin Sen, in the Chalee Satoom temple, over a sacred cave much visited by pilgrims, and said to have a subterranean passage to Benares, traversed by a third river, the Sereswati, seen only by the eye of faith. There are few manufactures, but it stands at a new railway centre well fitted for trade. The district produces cotton, sugar, indigo, with diamonds from Bundelound. The great Mag Mela fair of 14th December is much frequented by pilgrims, who come here as to a holy place, because of the meeting of the rivers. Here Lord Canning held a Durbar after the mutiny, 1859, and distributed three millions in presents to loyal chiefs. The Jumna, 800 miles long, comes down from a peak of the Himalayas, 10,850 feet high. Allahabad is on the Great Trunk Road, and is said to mark the site of *Palibrotha*, or *Prayaga*.

Allyghur, or **Allygurh,** a civil and military post, and a railway station (East Indian Rail), in the Dooab, North-West Provinces, 941 miles from Calcutta, 331 miles from Allahabad, 80 miles from Delhi. Population, 30,000. Cantonments near *Coel*, an old town, 4 miles off; church, gaol; treasury, factory for mail carts; and a Fort taken by Lord Lake, 1803, and from the sepoys, 1858. Several indigo factories in the neighbourhood.

The *Allygurh Gazette* of 1870 contained some remarkable Letters by a native, Syud Ahmed, giving an account of his visit to Europe. At *Rajghât*, 30 miles on the Allighur and Chundausi branch of the Oude and Rohilkund Rail, is a viaduct, across the Ganges, on thirty-three spans of 93 feet each, resting on iron wells sunk through the sand, clay, silt, and kunkur.

Almorah, or **Almora,** the capital of Kumaon, or Kumaoon; seat of a commissioner, in North-West Provinces, and a hill station in the Himalayas, 5,340 feet above sea, 900 miles from Calcutta, 90 miles north of Bareilly. Population, 6,200. A stone-built town about 1 mile long; having Fort Moira and Military lines; gaol in the old palace of the Rajahs; church and chapel, Hindoo temples; with tea plantations, government iron works; and Forts Hastings, London, &c., in the neighbourhood. Cantonment at *Hawilbagh*, 5 miles. Good shooting and fishing. It belonged to the Ghoorkas, for a time, till annexed 1815. The snowy peaks of the Himalayas are ten stages distant, 20,000 feet above sea and upwards to 25,660 feet at *Nanda Devi*. There is a pass over them, 18,000 feet high, to Lake *Mansarowar* in Thibet, the sacred lake, at or near which the great Rivers Ganges, Indus, and Brahmapootra rise. It was lately examined by a surveying Pundit, despatched by Major Montgomerie, who penetrated to Rudok in north-west Thibet, passing lakes of salt and borax on a plateau, 15,000 feet above the sea.

Ambala.—See **Umballa.**

Amherst, in Tenasserim, Burmah, 20 miles south of Moulmein.

Amravati, or **Amraoti.**—See **Oomrawuttee.**

Amritsar.—See **Umritsur.**

Andaman Islands, in the Bay of Bengal: a commissionership and the seat of a convict settlement, at *Port Blair*, 400 miles south-west of Rangoon, first chosen, 1858, for the Sepoy rebels. There are about 7,700 convicts, and 1,400 military and police; some thousand acres of jungle have been cleared, of which much is under cultivation. A church has been built. The ticket-of-leave system is worked with success. Only convicts transported for life are to be sent here. Here Lord Mayo, the Viceroy, on a visit of inspection, was assassinated by a convict, 8th February, 1872. A lighthouse has been built on the Cocos Island, to the north. The **Nicobar Islands,** about 250 miles south-east, have been added to the convict settlements, and contain barracks at Camorta, &c., a hospital, and cotton plantations.

Arracan.—See **Akyab.**

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Arrah, the chief town of Shahabad district, in Bengal; and a railway station (East Indian Rail), 434 miles from Calcutta, 37 miles west of Patna, between the Soane and Ganges. German mission, Government school, dispensary, jail, opium office, &c. Population, 43,000. The billiard room was gallantly defended against three thousand mutineers, in 1857, by Messrs. Wake and Boyle and twenty Sikhs, till relieved by Sir V. Eyre.

Asnee, a cavalry depôt, in the Punjab, near Dera Ismael Khan.

Assam, or **Asam,** on the North-East Frontier of Bengal: a commissionership (including Cooch Behar and Sylhet, added 1874), in the Brahmapootra valley, under the Himalayas, in a corner between Burmah and Thibet, ceded by the Burmese, 1826. Area, 30,000 square miles. Tea was discovered here, 1826, by the Messrs. Bruce, in the first Burmese war, and was planted 1834. The tea plantations cover a space of 814,000 acres, 75,000 being cultivated, partly reclaimed from the jungle, and employing 46,000 coolies. Chlorodyne is good for jungle fever. Other productions are rhea, or China grass (better than the best Russian hemp), india-rubber, silk. Good india-rubber, or caoutchouc has been introduced for cultivation.—(*Report*, 1873.) *Gowhatty*, the seat of the commissioner, is 455 miles north-east of Calcutta. Its nearest railway station is Goalundo, on Eastern Bengal Rail, 151 miles from Calcutta; then by water up the river. The Duffla, Naga, and other hill tribes are on the Thibet border. Elephant, tiger, buffalo, rhinoceros, deer, snipe, and other sport.

Attock, in the Punjab, on the Indus, 44 miles east-south-east of Peshawur (Punjab Rail), 800 feet above sea, where the river begins to be navigable. Here are a strong-looking Fort, built by Akbar, 1581; a bridge of boats; a viaduct, and a tunnel road under the river. The Cabool River joins the Indus near this, through the *Khyber Pass*, by which Alexander marched, and which was traversed by the British in the Afghan wars of 1839-42 and 1879-80. Khyrabad is on the opposite hills. Attock signifies "forbidden," it being unlawful for a Hindoo to cross the fords of the Indus. Near this is Moore's rich valley of "Hassun Abdaul," or Hoosar Abdool, where Jehanghir wanders with the beautiful Nourmahal, the "Light of the Harem," in *Lalla Rookh*. Here the Punjab camp of exercise was formed, 1873. The Indus, from Attock to the sea, was first surveyed by Capt. Wood, R.N., who discovered the source of the Oxus, 1838, and died 1871. He traced the *Oxus* to Lake Pamir or Sirikul, in a valley 16,000ft. above the sea, among hills 3,000 feet higher—a district called by the natives "Bam-y-Dunya," or Roof of the World.

Augur, a Cantonment for the Central India Horse, 30 miles north-east of Mehidpore.

Azimghur, a civil station, and military post, in North-West Provinces, between the Ganges and Ghogra, 80 miles north of Benares, 450 miles from Calcutta. Church, dispensary, opium office, cantonment, bridge of boats on the Tonse. Founded 1620, by Azim Khan, and overrun by the sepoys, 1857. Cotton goods are made; several indigo factories. Population, 15,000.

Azimgunge, a terminal station on Oude and Rohilkund Rail (now belonging to Government), 27 miles from Nulhatee, on the East Indian line, where you change for the Government line. Cross the River Buggaruttee, or Baghrattee, for Azimgunge, Moorshedabad, and Berhampore.

Backergunge, a district in Bengal; with a sudder court at *Burrisaul*, 185 miles east of Calcutta, near the east mouth of the Ganges.

Badnera, or **Budnaira,** in Berar, a station on the Great Indian Peninsula Rail, 136 miles, from Bhosawul Junction, where the Amraoti State line joins.

Badrinath, or **Budreenath,** 25 miles east of Srenuggur, in Gurwhul, near a sulphur spring, North-West Provinces, in the Himalayas: a temple on the Alucanunda, a feeder of the Ganges, in a valley 10,300 feet above sea, much visited by Hindoo pilgrims, worshippers of the "Lord Siva." Within a short distance are the Kedarnath and other temples; and mountain peaks 22,000 and 23,000 feet high.

Baitool, in Central Provinces: a civil and military post, and seat of a deputy-commissioner, under the Sautpoora hills, near the Nerbudda, 111 miles from Nagpore (Great Indian Peninsula Rail), 400 miles from Bombay, 3,000 feet above sea. Cantonment at Budnoor, 3 miles.

Balasore, is a district in Orissa, in the South Cuttack district, Bengal; 145 miles south-west of Calcutta, in the Bay of Bengal, on the River Boorabullung Docks for coasters, salt works, and American mission. *Keonjhur* is a native state near this. In the terrible hurricane of 1831, 22,500 persons were drowned; besides thousands who died of starvation. That of 1832 broke 9 miles inland and committed great ravages. Population, 20,265.

Bancoorah, or **Bograh,** a civil station, in West Burdwan, Bengal; 100 miles from Calcutta, 32 miles from Raneegunge (East Indian Rail), 80 miles from Burdwan, on the River Dalkeesore. Manufactures of indigo, shellac, &c. A large kutchery, government school, and hospital and barrack for police. Population, 17,000.

Banda, a civil and military station under Allahabad, and the capital of South Bundelkund, North-West Provinces, on the River Keyn, or Cane, 90m. W.N.W. of Allahabad, 610 miles from Calcutta; ceded to the East India Company in 1803. Cantonments; church, restored since the Mutiny; palace of the titular Rajah. It stands under a red granite hill, 300 feet high. Population, 28,980. *Kirwee* is in the district.

Bankipore, a chaplaincy, near Dinapore, Bengal, and a dépôt for Behar opium.

Banswarra, a native state in Rajputana, near Meywar, 76 miles from Neemuch; 123 miles from Mhow. It has the battlemented Palace of the Rawul, and some temples.

Baraset, or **Barrasut,** a civil station in Bengal, 15 miles north-east of Calcutta, 8 miles from the Hooghly.

Bareilly, or **Bareli,** chief town of Rohilkund, North-West Provinces, and seat of the commissioner, revenue circuit, military command, &c., on the Ramgunga, or Jood, 140 miles north-east of Agra. Population, 113,420. Well-built cantonments; church and chapels; college; bank; hotel; central prison; old and new forts. It was taken, 1858, by Lord Clyde, after the murder of the judges, Robertson and Raikes, and other gentlemen, by the sepoys. Furniture, gold and silver tinsel, and perfumery are made.

Baroda, a Residency in the Bombay Presidency, but under the Governor-General, 1,230 miles from Calcutta.—See Bombay Presidency.

Barrackpore, in Bengal, 16 miles north of Calcutta, on the Hooghly: a cantonment, and the country seat of the Viceroy, in an English-looking Park of 250 acres, containing fine trees, a menagerie, aviary, race-course, and ghauts, down to the river; and the grave of Lady Canning. Church, school, and hotel, and cantonments for English troops stationed here since 1857. The natives call it *Achanuck*, from Jacob Charnock, the founder of Calcutta, who had a bungalow here, 1689. Population, 30,320. Hot and moist, with 60 inches of rain. Serampore, Cossipore, and Dum Dum are near.

Barrakur, a station on the Chord Line of the East Indian Rail, 144 miles from Calcutta.

Bassein, in Pegu: a port, and seat of a deputy, commissioner, on the west branch of the Irrawadi, 100 miles west of Rangoon, and 60 miles from the Bay of Bengal; taken 1852. Mission churches, chapels, and Hotels. Population, 30,000. The port of *Dalhousie* is nearer the sea, in the river's mouth; opposite which is the new Alguada Light, on a reef off Cape Negrais, built at a cost of £100,000. November to January, cool.

Bassim, in West Berar. Population, 8,530.—See **Akola.**

Baxar.—See **Buxar.**

Beehea, 14 miles from Arrah, East Indian Rail; near Beehea House, a castle-like place, belonging to Messrs. Thomson and Co., whose indigo and linseed works are here.

Beejapore, a station on East Indian Rail, 178 miles from Calcutta.

Beerbhoom, a district in Bengal, containing *Sooree*, the sudder court, and Rampore Haut, on East Indian Rail, 137 miles north-west of Calcutta. A government school; with several coal and iron works, silk and indigo factories, in the neighbourhood.

Behar, or **Bahar,** a district in Bengal, 35 miles south-east of Patna, containing *Gya*, or *Gayah*, the sudder station, 290 miles north-west of Calcutta. It is a picturesque tract, and is part of a rich province in the valley of the Ganges, once reigned over by the powerful kings of Magadha, acquired from Shah Alum, 1765, and partly annexed to Patna and Monghyr. Population, 48,970. Opium,

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sugar, indigo, and tobacco are raised; and spirits, perfumery, and salt made. A line of granite hills, covered with forest, here stretches off towards Bombay. Wolves are found in this part, the killing of which the natives think brings bad luck. At *Sasseram* is a fine Mausoleum of Shere Shah, the founder of the Afghan dynasty of Soor; it stands in a Tank, 1 mile round. This was the centre of the threatened *Famine* of 1874, including Patna, Bhaugulpore, Rajahshaye, Burdwan, with Benares (in N.W. Provinces); a district of 200,000 towns and villages, with a population of 67,000,000. The famine was averted at a timely cost of 6½ millions sterling. About 1,000,000 tons of grain were sent, without disturbing trade, to 130 relief centres, inhabited by 4½ million people; by tens of thousands of carts, bullocks, camels, elephants, and boats. At one time 1¾ million people were employed in making 4,000 miles of road.

Benares, on the Ganges, North-West Provinces: a holy Hindoo city, district, revenue circuit, agency, divisional command, and station on East Indian Rail (*viâ* a branch from Moghul Serai Junction to Rajghat station), 541 miles north-west of Calcutta, 937 from Bombay. Population, 199,700, rising at times to 300,000, of whom one-tenth are Brahmins. Civil lines, theatre, and cantonment at *Secrole*, 3 miles. Missionary churches and chapels (English and Hindoostanee) at Secrole and Segra. Cavalry at Sultanpore, 13 miles. Clarke's and other hotels; steamers on the Ganges; dâk, bullock, and other conveyances; bank; bridge of boats; English and tropical vegetables. Dry clay and sandy soil.

This old seat of Hindoo learning and science is finely placed on the Ganges, 600 to 900 yards wide, on the site of *Devasdasa*, or City of Kasi, founded 1600 B.C., and extends 3 miles along the river, the banks of which are lined with ghauts (steps), shrines, and temples, founded by wealthy rajahs, bankers, and merchants, where crowds of devotees are always washing. Its narrow arcaded streets, containing some well-built stone and brick houses, swarm with Brahmins, fakirs, beggars, holy bulls, and monkeys. It is divided into sixty wards, under a native police. There are 5,000 Hindoo temples and pagodas dedicated by native princes, with hospitals and asylums; besides 270 mosques, built by the Mahomedan emperors of Delhi, sixteenth and seventeenth centuries, who endeavoured to moslemise the city by building over many of the Hindoo shrines.

One mosque, the *Mujeed of Aurungzebe*, at the Madhoray Ghat, marked by eight slender minarets 147 feet high, and only 12 feet broad at the base, surrounds the copper spires of the temple of Shiva, or Bisheshwar, at *Saranath*, standing over a sacred Hindoo well, and 47 blocks of stone, much venerated. Notice also the burning ghauts, where the dead are burnt to ashes, and where 100 bodies are thrown daily into the river; the Doorga Koond temple and its monkeys; the temple at Ghoosala ghaut, built by a Mahratta princess, 1796; the Jain temple; the Observatory, built 1680, by Jai Singh, or the Emperor Akbar; the temple of Mahadeo; the grain market; and the ruins in the suburbs. Other buildings are—a Sanscrit college, founded 1792; the government normal college, or Queen's college, 1856; Church Missionary Society's college, founded by a Hindoo, Rajah Jay Narrayun, 1814; and their orphan schools at Segra; the London Missionary and Baptist Missions; a central prison; also the *Wards' Institute*, established by government, for young princes during minority, their estates meanwhile being put under improved management.

In 1857, the sepoys rose, but the city was saved by the exertions of Messrs. Tucker and Gubbins, the civilians, assisted by Colonel Neill; whose party retired to Raj ghaut fort, which they held till relieved by Lord Clyde. Here are manufactures of silk, cotton, dye goods, gold and silver lace or kincobs, shawls, Hindoo paintings and books, brass work (kept bright with tamarind use), and trade in opium, indigo, diamonds, &c. It is one of the two government centres for "Bengal" opium. Hastings came here in 1781 to put the Rajah Cheyt Singh under arrest, and was nearly captured himself. The present Maharajah's palace is at *Ramnaghur*, or *Ramnuggur* (population, 9,000), 1 mile across the Ganges, close to a well-carved Temple. He is one of the richest zemindars in India, having tens of thousands of tenants under him; with good shooting and fish preserves. Mr. Cherry, the Resident, was murdered at Secrole, by the Nabob of Oude, 1799. Chunar is 16 miles higher up the river.

Berar, or the **Hyderabad Assigned Districts,** a province in the north division of the

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Nizam's Territories, near the Taptee, held in trust since 1853, for debts due to the supreme government. It is a commissionership, under the Resident at Hyderabad, comprising Oomrawattee, Ellichpore, and Woon, in *East Berar;* and Akolah, Booldanah, and Bassim (formed 1868), in *West Berar.* About 25 per cent. of the area is devoted to cotton. In the east part there is a coalfield of 40 square miles; and at Akolah, on the Purana, are salt wells fed by a subterraneau lake. A *Berar Gazetteer* has been edited by Mr. A. C. Lyell.

Berhampore, a civil station in Lower Bengal, on the Hooghly, 120 miles north of Calcutta, 6 miles from Moorshedabad (East Indian Rail). Here the sepoys of the 19th Native Indian regiment began the Mutiny of 1857, by breaking out on 26th February. A Government college, hospitals, and mission churches. The military barracks are turned into offices. George Thomas is buried here—an Irishman and quarter-master in the Navy, who became a general in Scindiah's and the Begum's services. Population, 23,605. Silk factories near.

Bharhut, 9 miles from Sutna station, East Indian Rail, near a Buddha Tope, discovered by General Cunningham the site of Bhailonpore.

Bhaugulpore, a civil and military station, head of revenue circuit, and railway station (East Indian Rail), on a branch of the Ganges, 265 miles from Calcutta. Population, 68,240. Court-house, churches and chapels, public library, jail, government school, dispensary, and some old mosques. It is the head-quarters of the troops for keeping the Sonthal Hill tribes in check. The Cleveland Testimonial was built by native subscription, 1780, in honour of a former judge, near some ancient towers, 70 feet high, like the round towers in Ireland, marking, it is said, the site of *Palibothra.* At the monsoon, the Ganges is 7 miles broad. Steamers up and down the river. Native Highland Rajmahal corps are stationed 4 miles distant. The Puharees of the neighbouring hills make good police. Mount Mandar, a conical hill, and place of pilgrimage, is in view. Silk goods, coarse baftahs, and tusser silk for blouses and punhabs, are made; several indigo works are near. Good lead ore or galena has been found at Sabran.

Bhawalpore, Bahawalpur, or **Bhowulpur,** in the Punjab, near Rajpootana: the capital of a Mohammedan state, and an Agency, 63 miles south of Mooltan (Indus Rail), near the Sutlej, along which the cultivated part lies. The rest is desert. Here is the young Nabob's new Palace. A canal, called the Fordwah, 75 miles long, has been made, and on this new villages begin to grow up; one called *Minchinbad,* after the resident, Col. Minchin. The state was taken under British management in 1866, at the request of the leading men, during the chief's minority; and has revived from its former anarchy, the people being contented and prosperous. *Chamba,* a small neighbouring state, is managed by a British officer at the chief's desire, and is equally thriving.

Bhilsa, in Indore Agency, Central Provinces, 30 miles north-east of Bhopal, 60 miles from Saugor, on a trap rock over the River Betwa. It has a fort containing one of the Emperor Jehangir's brass guns, 19½ ft. long; and is noted for its good tobacco, and also for a mound, or *tope,* at *Sanchi Kanchkera,* 5 miles west, on the Betwa, marked by early Buddhist remains, consisting of two solid brick cupolas, 554 feet and 246 feet round, the larger one 80 feet high. They bear figures of Buddha, men and elephants, and Pali characters, casts of which have been taken by order of government; and were first described with the Callinger Cave Temples, by Lieut. Maisey. Models were shown at the London International Exhibition of 1871.

Bhootan, Bhotan, or **Bhutan,** outside the North-East Frontier of Bengal, bordering on Thibet, round Dewangiri (a military post). In 1869 (during a civil war among the rival chiefs), the great monastery at Tassisujon, with its rich library was destroyed. Population, 20,000.

Bhopal, in Malwa, Central India, 490 miles north-west of Bombay, on a rail *viâ* Etarsee (viaduct on the river ½ mile long), near the Vindhya Hills and River Nerbudda: an assistant Agency, with a military post at *Sehore,* 870 miles from Calcutta, where there is a school, supported by the Begum, Shah Jehan, whose mother, a constant friend to British rule, had the order of the Star of India at her death, 1868. She was the author of a curious "Pilgrimage to Mecca, by the Nawab Sikander Begum of Bengal," translated by Mrs. Willoughby-Osborne. The Begum has married her Minister

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(who is styled Nawab), and is a G.C.S.I. Population, 55,405.

Bhundara, Bhandara, or **Bundara,** in Central Provinces, 40 miles east of Nagpore (Great Indian Peninsula Rail), on the River Wyne-Gunga: a deputy commissionership. Population, 13,400.

Bhurtpore, or **Bhartpur,** a Jat state, in Rajpootana; a political Agency, and seat of a Maharajah, Juswunt Sing, 33 miles west of Agra, Rajpootana Rail. Population, 66,165. The town, about 8 miles round, contains the ruined Fort, formerly a strong post, thought to be impregnable with a ditch and ramparts 60 feet thick. At the first siege in the Mahratta war, 1805, by Lake, the fort repelled him in three assaults, and only surrendered after his defeat of Holkar at Deeg. At the second siege, under Lord Combermere, which lasted some months, it was carried by assault, 18th January, 1826, and restored to the lawful chief. Among the old temples at Goverdun is one containing a native picture of the siege, with Lord Lake running away. "The Europeans were first painted without heads, but this has been rectified."—Miss Eden's *Up the Country*.

Bijnour, a district in North-West Provinces, 42 miles north-east of Meerut, on the Ganges; with a resident collector at Seharunpore. An American mission here. Population, 12,600.

Bikanir, Bickaneer, or **Beekaneer,** in a sandy part of Rajpootana, 162 miles from Nusseerabad: the capital of a maharajah, founded 1459; and in 1799 held by George Thomas, an Irishman. It was half depopulated by drought, 1868-9. The native minister is Pundit Munphul, S.C.I., who explored Central Asia. Population, 43,285.

Bithoor, or **Bittorah,** on the Ganges, 12 miles north-west of Cawnpore, near some Hindoo temples, and ghats on the river. It belonged to the notorious rebel leader, *Nana Sahib*, the adopted successor of the last Maharajah Bajee Row, who died 1851. Here Sir H. Havelock and Col. Wilson defeated the rebels, 1857. The Palace was burnt, and much hidden treasure found in the wells. Population, 8,400.

Bogra, or **Bograh,** a district in Bengal, on the Corotya, near the Brahmapootra, 250 miles north-north-east of Calcutta. Population, 6,000. Government and vernacular schools; and silk factories.

Booldana, in West Berar, 28 miles from Mulkapore, Great Indian Peninsula Rail, 2,190 feet above the sea. Hospital and Church. Lonar salt lake, 12 miles.

Boolundshuhur, or **Booludsheehur,** a district and military post in North-West Provinces, 40 miles north of Allyghur, on the River Kallinuddy, near the Ganges, 780 feet above the sea. Population, 12,000. Colonel Greathead defeated the Jhansi rebels here in 1857.

Boondee, the capital of a small native state in Rajputana, belonging to Maharao, 22 miles from Kotah, in a basin of rocky hills. Population, 20,745. The fine *Palace*, or range of palaces (said to be the best in this part of India), stands well on a hill side, and includes one built by Rajah Chuttersall, in which are two noble halls, resting on serpentine pillars.—See **Kotah.**

Budaon, or **Suheswan,** a district in North-West Provinces, between the Ganges and Ramgunga, 50 miles north-west of Furruckabad, containing indigo and other works. Population, 31,000.

Budneira.—See **Badnera.**

Bukloh.—See **Dalhousie.**

Bulrampur, in Oude, the seat of a native Medical School, founded 1873, by Maharajah Dirg Bijye Sing, K.S.I., who has 2,500 villages for his loyalty in the mutiny.

Bundelkund, or **Bandelkhand,** in Central India; an assistant Agency, consisting of two districts, North and South, the chief towns being *Humeerpore* and *Banda*, 90 miles from Allahabad. So called as being the old country of the Rajput Bundela tribes since the 14th century; and noted for diamonds (at Pannah), which, if below a certain weight, belong to the finder; if above, they can be claimed at a price to be agreed on. At the Callinger Hill Fort are some Cave temples; and *Sanchi*, near *Bhilsa*, has early Buddhist remains. Its north border consists of wild precipitous cliffs, in which remains of the gigantic Sivatherium are found. *Baoni* is the only Mahometan state here.

Bunnoo, a military post, and seat of a deputy-commissioner, in Dehra Ismail Khan, in the Punjab, west of the Indus, 60 miles south-west of Kohat, on the Afghan border. Station for the Sikh Infantry and Punjab Irregulars.

Burdwan, a revenue district, in Bengal, in two collectorates, East and West, the chief towns being Burdwan and *Bancoorah*. Burdwan is a railway station (East Indian Rail) 68 miles north-west of Calcutta, on the trunk road, and River Damooda; and seat of a titular Rajah. Here are two churches, government and church missionary schools, a jail; the Rajah's large coloured Palace, gardens, and an artificial lake of 30 acres; his Club House; the Government Hotel and dak bungalow. Population, 32,300 The population of the district is very dense, viz., 573 to the square mile. Indigo, sugar, cotton, grain, and coal are products of the district, which is infested with poisonous snakes. Its Rajah is the richest zemindar under the crown, having estates 73 miles by 45 miles, paying a rental of £400,000. Burdwan stands on a short cut to Luckeeseras on the main line, which effects a saving of 65 miles. Duck, teal, and snipe.

Burhanpore, 29 miles from Bhosawul, on the Taptee. Population, 30,000. Old Fort, Palace, and mosques. Silk, gold and silver wire, and kincob are made.

Burmah, or **Burma (British),** on the east shore of the Bay of Bengal, between Chittagong in Bengal and Siam: a commissionership of 94,000 square miles, in twelve districts, comprised in three divisions—Arracan, Pegu, and Tenasserim; with a population of 2,750,000. Taken from the King of Ava, in the wars of 1824-6 and 1852-3; and formed into one government, 1862. The commissioner resides at Rangoon. There is much waste land; and grants are made on very easy terms. The holders are the actual cultivators. Only 3,000 square miles out of 94,000 are cultivated and there are only 660 miles of roads About one-fifteenth consists of forests, chiefly teak. In 1873-4, the trade was 17½ millions. Shellac for lacquer, coal, rice, tobacco, are produced, and dye has begun to be made.

Burrisaul, a sudder court for Backergunge, in Bengal, 185 miles east of Calcutta, in the Sunderbunds, near the Ganges mouth. The Dacca and Assam boats call here. Government school and church. Population, 8,000. Booming noises are heard here in the wet season, called the "guns of Burrisaul."

Bustee, a district in Goruckpore, North-West Provinces, 123 miles from Lucknow.

Buxar, Baksar, or **Baxar,** in the Shahabad district, Bengal: a stud depôt, deputy collectorship, and railway station (East Indian Rail), 411 miles north-west of Calcutta, 62 miles from Benares, on the Ganges. Population, 13,500, many Mussulmans. It has an old fort on the river; some old mosques; and a German mission church. Trade in grain and indigo. The stud here and at Koruntadhee opposite produces good horses for artillery and cavalry uses. It is noted in Indian history for a decisive *Battle*, gained 23rd October, 1764, by Sir Hector Munro, then major, at the head of 7,072 men (850 being Europeans), over an army o 40,000 under the Vizier, Surajah-Dowlah, and Meer Cossim, or Kasim Ali. This was followed by the Mogul Emperor's reception of Clive at Allahabad, and the grant of Bengal, &c., to the English.

Cabul, or "Cawbool," the capital of **Afghanistan,** on the River Cabul, under the Hindoo Koosh mountains, about 200 miles west of Peshawur, by the Khyber Pass and Jellalabad. It is the key and bulwark to this side of India, on the highway for traders and conquerors, from Alexander downwards. "He who is master of Cabul," says the proverb, "is Emperor of Hindoostan." In 1838, Lord Auckland, desiring to put Shah Soojah on the throne in place of Dost Mohammed, a tool of Russia, met Runjeet Singh at Ferozepore, 1838, and Lord Keane was sent to occupy Cabul, 1839, by way of the Bolan Pass and Ghuzni. The murder of the envoy, Sir A. Burnes, 2nd Nov., 1841, was followed by the murder, 23rd Dec., of General Macnaghten, who was incapable from illness, and was shot by Dost Mohammed's son, Akbar Khan. The British army of 5,000, with 13,000 camp followers, began to retreat from Cabul, by the Kyber Pass, on the 6th Jan., 1842, and by the 12th it was destroyed through cold, hunger, and attacks of the enemy; all except one man, Dr. Brydon, who reached Jellalabad on the 13th. After the relief of Jellalabad, and the defeat of Akbar Khan's army by Generals Pollock and Nott, Afghanistan was evacuated; a camp of observation being maintained at Peshawur, and friendly relations kept up with the ruling powers. The confusion which followed the death of Dost Mohammed ended with the triumph of the

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Amir, Shere Ali, over his brother, 4th Jan., 1869; and on the 27th March the Amir was, at his own desire, received by the Viceroy, at Umballa, to cement an alliance between the government and himself as an independent sovereign.

In 1878, when the relations with Russia were uncertain, Shere Ali thought fit to receive a Russian mission, and to decline one from the Viceroy, and war was declared. Gen. Brown entered Jellalabad, 19th Dec., by the Khyber Pass; another force entered Kandahar by the Bolan Pass, 8th Jan., 1879. Shere Ali fled to Russia. His son Yakoob signed, 3rd May, the treaty of Gundamuk, by which a strip of land near Quetta, on the Bolan Pass, was made over to the British, and greater control was acquired over the Passes. The British retired, and Sir L. Cavagnari went to Cabul as Envoy. On the 3rd Sept. he and the other members of the Embassy were massacred by the Afghans. Gen. Roberts occupied Jellalabad and Cabul (Oct.), and the enemy were defeated in several actions between Dec., 1879, and 19th April, 1880, when Sir D. Stewart defeated 30,000 at **Ahmedkeyl.** Upon the defeat of Gen. Burrows, at Maiwand, Sir F. Roberts proceeded to Kandahar and defeated Ayoob Khan, 3rd Sept. Yacoob being deposed, was succeeded by Abdur-Rahman Khan, who finally compelled Ayoob to fly to Persia. Quetta, or Shawl, on the Bolan side, was made over by the Khan of Khelat (or Baloochistan), a friendly sovereign; it is near the terminus of the branch rail from Shikarpore. The Khyber Pass is now accessible by rail to Peshawur.

Afghanistan is the country of the warlike Pahtans, or Pathans, some of whom have settled in Rohilkund and other parts of North India. Pamir Range, on the north of Afghanistan, is a ridge 25,000 to 26,000 feet high, the lowest pass being 12,000 feet. The Hindoo Koosh (or Caucasus), to the north, is a range, 19,000 feet high at one point, dividing the country from the Oxus and Turkestan. Bokhara (ancient *Bactria*) is 500 to 600 miles north-west of Cabul down the Oxus; Herat is 450 miles west. The new Russian frontier is about 550 miles from Herat, *viâ* Merv. The source of the south branch of the Oxus, in east Turkestan, has been found to be 13,300 feet above sea, by a Mirza employed under Major Montgomerie. Kandahar, claims to have Alexander (Iskander) the Great for its founder. He entered India by way of the Cabul river and Khyber Pass (the route afterwards followed by Mahmood of Ghuzni, Tamerlane, and Nadir Shah), crossed the Indus at Attock, and defeated Porus on the Hydaspes, in the Punjab, B.C. 326.

Cachar, a district of Dacca, on the eastern frontier of Bengal, next to Burmah; with a sudder court, and military post, at the seat of the resident Commissioner at *Silchar*, 300 miles north-east of Calcutta. Here is a palace of the rajah, with freehold plantations of tea, coffee, sugar, &c., cover the land around, which has been reclaimed from the jungle by coolie labour. A Produce Fair, or Mela, is held in December and January, lasting five days. *Cachar (North)*, in Assam, has a sudder station at *Assaloo*, 400 miles from Calcutta. About 30,000 coolies are employed. From here, the Looshai expedition, under General Bourchier, started, 1872, for the Sylhoo country, through Lalbourah's Pass, 4,800 feet above the sea, and rescued Mary Winchester, a child of seven years of age, stolen 1870.

Calcutta, seat of the Viceroy, Lieut.-Gov. of Bengal, a collectorate, &c.—See page 104.

Calpee, or **Kalpee,** in the Jaloun district. North-West Provinces, 51 miles south-west of Cawnpore, on the Jumna. Population, 18,600, Cotton, paper, and sugar candy.

Campbellpore, "Campbell's Town," in the Punjab: a military post on the Indus, 54 miles south of Peshawur, 14 miles from Attock.

Cashmere.—See **Kashmir.**

Cawnpore, or **Cawnpur,** a civil district, and military command, in North-West Provinces, the scene of the Cawnpore Tragedy, in the mutiny year, and a railway station (East Indian Rail), 683 miles north-west of Calcutta, 119 miles from Allahabad, 42 miles from Lucknow. Bridge of boats 1,600 yards long. Steamers down to Calcutta, 1,000 miles; and up to Allahabad. Large railway station at the branch to Lucknow, in a massive Doric style, 520 feet long; Kellner's, Inglis's, Lees', and other hotels; club, two banks, good shops, and bazaars. Population, 157,445. Cawnpore was ceded by the Nabob of Oude, 1801; and has a can-

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tonment extending 6 miles along the river, which though seated on a hot sandy plain, 600 feet above the sea, is still one of the best in India, in spite of the injuries it received in 1857; when the Gothic church, assembly rooms, and theatre, and its handsome bungalows, were half-ruined by the mutineers. The soil is good for vegetables and garden fruit. Cotton spinning and weaving; the Ganges Canal ends here. It is well placed for trade, and has a market for saddlery, harness, gloves, English and Indian cloths, indigo, and saltpetre; with a government harness factory. A railway bridge crosses the Ganges. Good shooting.

Here are the Fort, on a site of 4 acres; some old mosques; an aqueduct for the Ganges canal, which terminates here; and the Elgin cotton mills. It was at the Suttee Chowra ghat on the river that Wheeler's garrison embarked, 17th June, to be nearly all killed by an ambuscade planted by Nana Sahib, in a Hindoo temple. Only four escaped the butchery—Captains Mqwbray and Delafosse, and privates Sullivan and Murphy, who swam down the stream and found protection with Rajah Dinbijah Sing, afterwards pensioned by government —(Trevelyan's *Cawnpore*). The *Memorial Well*, standing among remains of Entrenchments thrown up by the sepoys, marks the spot where the murdered bodies of the "company of Christian people, chiefly women and children," were thrown, 17th June; now covered by Marochetti's Statue, and surrounded by an eight-sided Gothic screen, dedicated 1863, by the Bishop of Calcutta, in presence of the Viceroy; with a Church in the grounds. Havelock, after hard fighting all the way, at Futteh pore, &c., reached Cawnpore, 15th July, at the head of a small force, saved the remnant of the garrison, and marched for Lucknow on 27th; but was obliged to return on 13th August. On the 16th he defeated Nana Sahib at Bithoor. Outram arrived on 15th September, with reinforcements, waived his superior rank to serve as a volunteer under Havelock, and the two finally reached Lucknow, on the 23rd, in time to rescue the garrison. Here Captain Sir W. Peel, R.N., at the head of his Shannon blue-jackets, died of smallpox, 1858.

Central India, as distinguished from the "Central Provinces," mentioned below, is a political Agency conducted by a Resident at Indore, and consists of 9 Assistant Agencies, viz.:—Indore, Holkar's Territory, Gwalior, Scindia's Territory, Bhopal, Bundelkund, Rewah or Bhagalcund, West Malwa, Bhopawar, Maunpore, and Guna. They make 71 feudatory states in all.

Central Provinces, in the heart of India: a territory under a Chief Commissioner, created 1861; four commissionerships and nineteen districts, with the Upper Godavery sub-district, besides eighteen native principalities; the commissionerships are the Nerbudda and Jubbulpore, on the north, Nagpore and Chutteesgurh on the south. It is bounded on the north and north-west by Bundelkund, Indore, and other feudatory states under the control of the agent for "Central India" proper. A new sanatarium at *Chackrata (Chuckrata)*, or *Puchmurree*. Mr. C. Grant has edited *a Gazetteer of the Central Provinces.*

Chanda, in Central Provinces, 105 miles south of Nagpore (Great Indian Peninsula Rail), on the River Wurdah or Upper Godavery: seat of a deputy-commissioner, and a military post, close to the Berar frontier of the Nizam's Dominions. Population, 19,000. It is a walled place, 7 miles round, containing the old tombs of the Gond Rajahs; a kutchery in the Rambaug, near the treasury; a high school; salt customs office; a jail in the citadel, or Balla Killa. The *Coal-field* on the Wurdah has seams reported by the Geological Survey to be 28 feet thick. The principal shaft is at Warora, where the seam is 12 feet thick. It will give 50,000 tons a year, and is good enough for railways. Good iron is found at Lohara. Hingunghat and Edulabad, both great cotton markets. The former gives name to all the cotton in the Nagpore country. Jute and opium are among the products.

Chandernagore, or **Chundernugur,** a French possession in Bengal, in a pretty part of the Hooghly, and a railway station (East Indian Rail, on English ground), 21 miles north of Calcutta Population, 33,000. It is about 2 miles square; was first settled, 1700; and has a good church, built 1726; a good quay; a ruined fort, taken by Clive and Admiral Watson, 1757, containing two Hotels; some Brahmin temples; the governor's old house, and his country seat and gardens, at Ghyretty. Cigars, pottery, silk, and furniture are made. It was restored to the French, 1814,

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with the five *loges*, or factories, at Patna, Dacca, Balasore, &c., all now pulled down, but their sites are claimed by the French as foreign territory. The old Dutch and Danish settlements of Chinsurah and Serampore are near

Changa Manga, in the Bari Doab, near the canal, 44 miles below Lahore. A new government plantation of 4,000 to 7,000 acres, for the supply of timber—chiefly sissu, ber, and kikar wood.

Cheera, or **Chera, Pongee,** in Bengal, an assistant-commissionership, and disused sanatarium, in the Cossyah Hills, 30 miles north of Sylphet, 493 miles north-west of Calcutta, and 4,200 feet above the sea. A church and mission chapel. English fruits grow here; good coal, iron, Cassia cotton, india-rubber, betel nuts, &c. It was given up in 1834, not being so suitable as was expected. There is much fog and rain at all seasons. The Cossyah Hills are part of the table-land, in line with the Garrows and Jynteah Hills, 6,000 feet high in one part, and abounding in fine scenery. They make an oblong of red and white granite, on beds of white and red clays and sand. There is a good fall of 40 feet on the *Burapanee*, near Nunklow, a splendid point of view.

Chillianwalla, in the Punjab, on the Jhelum, 85 miles north-west of Lahore, where the Sikhs were defeated by Lord Gough, 13th January, 1849, on a spot now marked by a pillar.

Chindwarrah, in Nagpore, Central Provinces, 80 miles north of Nagpore, on River Peneth: a deputy-commissionership and military post, in a healthy part of the Gond country. Population, 9,200. A jail and dispensary; coal, teak, timber; good shooting. About 30 to 40 miles north-west are the Nultoor and Puchmurree Hills, 3,500 feet to 4,000 feet high, overlooking the Nerbudda. To the *Mohtoor* Sanatarium, in the hills, 36 miles; Seonee, 41 miles; Budnoor, 79 miles; Nursingpore, 90 miles.

Chinsurah, in Bengal, 62 miles north of Calcutta, on the Hooghly: a former Dutch factory, settled 1687, and given up for Sumatra, 1824. Large barracks, old Dutch church, built 1742, and cemetery; Armenian church, built 1694, being the second oldest Christian church in India; Free Church institution, and the Hooghly College, endowed by General Perrou, a Frenchman, and Mahomed Moshin.

Chittagong, in Bengal: a revenue circuit, port (with a flourishing harbour), and military post, 342 miles east of Calcutta, in a flat part of the Bay of Bengal, between the Ganges and the Burmah frontier, 7 miles from the mouth of the River Kirrumfooloo. Population, 20,970. Churches, chapels, Government school, dak bungalow, &c. The sepoys robbed the treasury in 1857. It yields rice, salt, indigo, and jute; cotton and coffee are grown, and boat building is carried on. Hundreds of square miles of forests on the surrounding hills, from which the Kookies made a raid in 1869. These and other wild tribes are said to be Non-Aryan, descended from the original natives of India. A report on the "Chittagong Hill Tracks" has been published by Capt. Lewin, who describes the inhabitants as a simple, honest, merry people: they exhaust the land by a process of "jooming." A division of the Looshai force started from here. (See Cachar.) The road from Chittagong to Doadkandy, 124 miles long, was one of the first English roads made in India, viz., 1808-10, and was found of use in the Burmese war. N.E. monsoon, October to April.

Chittore, or **Chitoor,** in Rajpootana, 30 miles north-west of Neemuch, 50 miles from Oodeypore, on the River Beris, or Ballruch, a branch of the Bunas, near the Chittore Hills. Here are the Rana's large palace; two temples of Krishna; two stone tanks; the *Kherut Khumb*, or pillar of victory, a handsome marble cupola of 9 stories, 122 feet high, on a base 35 feet square; the Jain pillar, dated A.D. 896; and the Molaka Bindar, or citadel; all within the fortified walls, which are 1,200 yards by 400 yards, and 100 feet to 300 feet above the plain, and have seven handsome gates. A Gothic-looking stone *Bridge*, of seventeen arches, crosses the river here, 100 yards wide. Tigers are found in the jungle. The Chittore Hills strike off towards the Aravulli and Harraouttee ranges.

Chota Nagpore, or the **South-West Frontier,** in Bengal: a non-regulation division, containing five districts, and *Ranchee*, the commissioners' seat, 240 miles west-north-west of Calcutta. "Chota" means little. It produces coal, indigo, jute, and some tea; and is mostly a wild, hilly country, covered with forests, and peopled by aboriginal tribes, the Sonthals, the Khonds (who formerly practiced human sacrifices), Koles, or

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Coles, &c., who make occasional descents upon their richer neighbours. The *Chota Nagpore Mehals* consists of 21 Chiefships, all paying tribute. The country is full of wild elephants and tigers. The German mission to the Coles numbers 20,000 converts.

Chumparun, in Bengal: a collectorate and military post, with a sudder station at *Motecharee*, 480 miles north-west of Calcutta, near River Gundruck. Jail; opium office; cantonments at Sagowlee and Bettiah: good sport in the Terai jungle. Indigo works in the neighbourhood.

Chunar, in North-West Provinces, on the Ganges: a deputy-collectorate, invalid depôt, and railway station (East Indian Rail), 555 miles north-west of Calcutta, 19 miles from Mirzapore, 17 miles from Benares, and 280 feet above sea. Population, 10,200. Steamers up and down the river. It stands on a picturesque sandstone cliff, 140 feet high; and has a church and chapel, a hospital and prison in the fort (a mile round), where Trimbakji, the Mahratta chief, was confined, 1818; a Hindoo palace, near a holy well; and Kaseem Soliman's and other Mussulman tombs.

Chundeyree, in Jhansi district, North-West Provinces: a deputy-commissionership, with a sudder station and military post at Lulhutpore, on the River Betwa, 60 miles south of Jhansi.

Chuprah, a district in Bengal, with a civil station at *Sarun*, on the Ganges, 30 miles from Patna, 400 miles north-west of Calcutta.

Chutteesgurh, or **Chutteeschur,** a commissionership, in Central Provinces, in two parts, containing *Ryepore* (with a Museum), near the River Reca; and *Sumbulpore*, on the Mahanuddy, 310 miles west-south-west of Calcutta, 169 miles from Ryepore.

Coel, a cantonment, 56 miles from Agra, 4 miles from Allyghur, 734 feet above sea.

Cooch Behar, or **Kuch Bahar,** in Assam Bengal: a native state under a Commissioner (the Chief being a minor), and town near the Brahmapootra, 45 miles north of Rungpore, giving name to a non-regulation division and commissionership; which takes in East and West Dooars, acquired from Bhotan; and the Garrow or *Garo Hills*, rising 3,000 to 4,000 feet high, on the opposite bend of the river. An American Mission school here. Tea and cotton are grown.

Cossipore, in Bengal, on the Hooghly, 4 miles north of Calcutta: the government cannon foundry, behind a Tuscan façade, 178 feet long, built by Colonel Hutchinson. Here are sugar factories, jute screws, and gunny-bag factories.

Cossyah, or **Kassia Hills,** in Bengal, 4,500 feet above sea.—See **Cheera Poonjee.**

Cutch, or **Cach.**—See Bombay Presidency.

Cuttack, in Orissa, Bengal: a revenue circuit, ceded 1803, and divided into *Cuttack Central*, the chief town being Cuttack, 250 miles south-west of Calcutta, 713 miles north-east of Madras; *Cuttack North and South*, with chief towns at Balasore and Pooree; and the tributary *Mehals* up in the hills behind, inhabited by the Koles and other wild clans. *Cuttack*, or Katak, the most southern district of Bengal, is 104 miles from Ganjam, in the neighbouring Madras Presidency, on the delta of the Mahanuddy, 50 miles by river steamer, from False Point in the Bay of Bengal. Population, 42,660. It is the head of a revenue circuit and a military post, in a healthy spot, with an old Mogul fort; the Jama Masjit and other mosques; a large Mahratta temple; a church, chapels, Hotel, dak bungalow, schools, printing office, &c.; the Orissa Baptist mission; a government school, jail, and salt office. Shoes, brass goods, and good sea salt are made. A Trunk Road to it has been made. Coal is found in the Talchir field, on the River Byturnee, to the north. At *Pooree*, 50 miles south, is the famous temple of Juggernaut. Cool and no surf, November to March.

Cutwa, a deputy-collectorship, in Burdwan, Bengal, 32 miles from Burdwan, on the River Bhagiruttee. A depôt for coaling steamers; and Anglo-vernacular school.

Dacca, in Bengal: a commissionership, revenue circuit, and ancient city, founded about 400 A.D., on the Boorigunga, a bend of the Brahmapootra, 190 miles north-east of Calcutta, 70 miles from Goalundo (Eastern Bengal Rail). Population, 79,080, chiefly Mahomedans, of a fanatical character. Dacca and Assam steamers, to Calcutta, &c. Soil, a red clay, 20 feet above the river. Good water from the works. Dacca bank; *Dacca News*

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office; suspension bridge, and a Gothic bridge, 4 miles from it; shops in the Chowra, about a quarter of a mile square. The town, 4 miles long, was formerly a seat of the Mahomedan government of Bengal; and has remains of Shah Jehanjir's mosque and castle; the Nabob's palace; old factories of the Portuguese, Dutch, and French; and of 200 to 300 Mussulman and Hindoo temples, whose spires and minarets are seen all over the town; besides traces in the jungle of Dhaka Iswuree, the first town. The *Elephant depôt* contains above 200 animals. Here also are English, Roman Catholic, Armenian, and Greek churches and chapels; a government college and normal school; courts and jail; bank; the Pogose school, founded by a native gentleman; a park and race-course; and the Mitford hospital, by R. Mitford, a former judge. The cantonments, though good, are unhealthy. Tea, coffee, betel nuts, and jute are grown; indigo does not pay. Among the manufactures peculiar to the town are violins (sarwejees), bracelets, necklaces made from sea shells, and idols of polished black stone. The beautiful shawl scarfs, muslins, and fine gold and silver work, for which the place is famous, have considerably declined since the discontinuance of the government bounty, and are now only made to order.

Dalhousie, a sanitarium in the Punjab. The barracks are single-storey huts of stone, with slate roofs. The Goorka Cantonment at Bukloh is near this.

Darjeeling, or **Darjiling,** in Bengal: a political Superintendency, military post, hill station, and sanatarium, 243 miles north of Calcutta, North Bengal Rail, 230 miles from Rajmehal, or 165 miles from Sahibgunge (East Indian Rail), 7,200 feet above sea. Bought from the Rajah of Sikkim, 1835. It stands on the borders of Nepal and Bhootan, and is divided from Thibet by seven majestic ranges of the Himalayas, which, at the splendid peak of *Kinchin Junga*, rises 28,176 feet above sea. Population, 3,200. Here are the Viceroy's bungalow; theatre and assembly rooms; churches, chapels, and schools; hospital, bungalows, and barracks for invalids; and 80 tea plantations, extending over 15,500 acres. Chinchona bark and ipecacuanha (at Sukna) are also grown. Cantonments at Jelapahar and Sinchur for the Seebundy Sappers and Miners, &c. Hope Town station is 13 miles distant; Kurseong is 24 miles, and 4,500 feet above sea; Allahabad is about 400 miles distant. Water carriage may be had within 30 or 40 miles of the hills, and the roads up to them are easy. A new hill cart road has been made. The best time for the arrival of invalids is October, before the frosts begin. The climate is equal to that of Simla. Oaks, rhododendrons, and other trees grow in a soil of primitive rock. From here Major Montgomerie's Pundit started, 1871, on his Thibet route of 844 miles, round the back of Mount Everest, going over a pass 18,500 feet high. From Sahibgunge station a steamer crosses the Ganges to Caragola; thence by mail cart *viâ* Purnea, Kishengunge, and Silligure.

Debrooghur, in Luckimpore, Upper Assam: a deputy-commissionership, and military post, 560 miles north-east of Calcutta, on the Brahmapootra, and the frontier of Thibet. Church; and several tea factories and plantations. From *Suddya*, or Suyda, a military post, 50 miles east, there is a route over a difficult country into China.

Dehra, (or **Deyrah) Doon,** in North-West Provinces: seat of a political Superintendent, a district and a cantonment, in the picturesque and healthy Doon Valley, near the Jumna and Siwailk Hills, 115 miles north of Meerut, *viâ* Roorkee, 2,360 feet above sea. Population, 7,000. Churches; American mission; jail; old temple; cantonments for the Ghoorka regiments. Government and ten other Tea plantations, growing green tea for Central Asia. "Dehra" signifies a valley. It is a favourite residence for retired and invalid officers, and is the head-quarters of the trigonometrical survey of India. The *Siwalik*, or *Sivalik Hills* (so called from Siva), crossing the heads of the Ganges and Jumna, lie between Hurdwar and Roopur, 150 miles long and 10 miles broad, and 3,500 feet high in one part. They are of tertiary formation; and among the fossils, now in the British Museum, investigated by Sir P. Cautley and Dr. Falconer, is the great tapir-like Sivatherium.

Delhi, in the Punjab: a Commissionership, revenue circuit, and divisional command, on the Jumna, near the border of the North-West Provinces, and a railway station (East Indian Rail), 1,019 miles north-west of Calcutta, 390 miles

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from Allahabad, 40 miles from Meerut, 315 miles from Lahore, 890 miles from Bombay, 1,156 miles down to Kurrachee. Population 173,395 half Hindoo, half Mahomedan. Two railway stations; United Service, Northbrook, and other Hotels; Institute Club; a new serai, or bungalow, for travellers, near the new post-office; dâk and carrying companies' offices; a printing press; banks, plundered by the sepoys, 1857; a double viaduct over the Jumna; new lunatic asylum. Ludlow Castle, the seat of the Commissioner. A spire *Church*, built by Colonel Skinner, near the Cashmere Gate, with a Cross to the victims of the Mutiny. Hospital; Mission churches, chapels, and schools. English College, founded 1792. The dust blows here in the hot months; the well water produces boils. The Cantonments are 2 miles from the Cashmere Gate, by a road lined with bungalows and villas of officers, including the Residency of Lord Metcalfe (1811–20), now an hotel. They were occupied by three native regiments when the mutinous sepoys came over from Meerut, 11th May, 1857. Joining their forces, they killed the Europeans, plundered the arsenal and city, and proclaimed the poor old king as Emperor. After a siege which lasted till September (the English batteries being planted near the Signal Tower on the Mignoon Pahar ridge, 110 feet high), the Cashmere Gate was blown up and the city recovered, 14–20th September, by Brig.-Gen. Nicholson, at the head of the 52nd and other regiments. Sir Hope Grant (see *Incidents of the Sepoy War*) lost his horse in the assault, and was saved by his orderly, who offered his own; but Grant laid hold of the horse's tail and had himself dragged out. Nicholson, without whom Sir John Lawrence said Delhi could not have been taken, died of a wound received in the moment of victory. He is buried in the Cemetery.

The modern city, the seat of the Padshahs, or Mogul (*i.e.* Mongol) Emperors, on a dusty granite plain, 800 feet above sea, was built, 1631, by Shahjehan, within red granite walls, 7 miles in circuit, 40 feet high, having eleven gates leading to all parts of the empire. Former cities, of which the ruins are seen outside, were 20 miles round, with a population of two millions, and took in the site of the Hindoo *Indraprestha*, founded, they say, B.C. 3,000; with the sites of other ruined cities. Here a line of Mogul Emperors, after Tamerlane, reigned 1526–1707, viz.:—Baber, Humayoon, Akbar, Shahjehan, and Aurungzebe; a line afterwards represented by Shah Alum, the puppet sovereign of the time of Clive, Hastings, and Lord Lake, who took him under English protection, 1803; and ending with the late titular King of Delhi, Mahommed Bahadur, who, after the Mutiny, was tried and banished to Rangoon, where he died, November, 1862. The Mogul Empire, which, at Sir T. Roe's visit, 1615, was paramount all over India, was afterwards dismembered by the Mahrattas and others, and ravaged by Nadir Shah, 1739, who took 120 millions of spoil back to Persia. The fall of the nominal sovereigns of Delhi, from whom the East India Company accepted the form of a vicarious authority, was followed by the establishment of the Queen's authority, as the real and unquestioned Empress of India, by proclamation, 1st September, 1858. Since that date the native princes from the Himalayas to Cape Comorin, 153 in all, receive an imperial *sunnud*, or patent, on their accession.

Two main streets, one called the Chandnee Chowk, or "street of light," 1 mile long, 120 feet broad, macadamised, and planted with trees, intersect the city and contain the best shops; gilt or enamelled spires, mosques, and houses of the old nobility are seen here and there, often highly coloured and ornamented. The Ali Mundan Khan canal passes by on an aqueduct. Hindoo Rao's house is now the main picket, adjoining the Futteyghur Convalescent memorial. There are forty mosques, one of the largest being called Roshun-ud-Dowlah; but the most remarkable is the **Jumma Musjid**, the finest mosque in India, of white marble and red granite, 261 feet long, with three domes 150 feet high, surrounded by minarets, and standing on an elevated platform, or court, 450 feet square, accessible by marble steps, and three noble gates. There is a large *Well* or tank, into which the natives, for a trifle, will dive, legs first, from a gallery 40 feet above the water. The old *Royal Palace*, inhabited by the king of Delhi before the Mutiny, has triple embattled red granite walls a mile round, handsome gates, and is a fort, in which stands a peepul tree, where 27 men, women, and children were massacred in 1857. New works

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for strengthening the Fort are in progress. It contains the beautiful Hall of Audience, now a *Museum*, where stood the famous Peacock Throne, worth £6,000,000, which Nadir Shah took away; the Dewan-i-Khas, or Private Council Chamber, with its arabesques and running inscription (see *Lalla Rookh*)—

> "And, oh, if there be an elysium on earth
> It is this, it is this!"

Also the Emperor's private mosque, or Moti Musjid of white marble, with the Queen's and Ladies' bath-rooms, pavilions, gardens, and fountains. Much of the gold and inlaid work was picked out in the Mutiny; but restorations have been made. In the *Museum* they show the cross and ball of St. Paul's Church, as riddled by shot fired by the sepoys.—(Wyman's *Calcutta to the Snowy Range*). Clock Tower and Institution, and Queen's Gardens of 50 acres.

In the suburbs, among the remains of streets, palaces, serais, and tombs of Shah Jehan's old city, are the *Asoka Pillar*, 44 feet high, near the Delhi Gate, erected 270 B.C., and having a Pali inscription on it; the Shahlinar Palace, near the English quarter; Ferozeshah's citadel, on the Jumna, a Pathan fortress, bearing some old inscriptions; the Emperor *Humayoon's Tomb*, of square red stone, and Hall of 64 Pillars, with a marble dome, where Captain Hodson shot two of the King's sons, hid away here after the mutiny; the Rajah of Jeypore's old *Observatory*, or Junter Munter, including two stone ovals and a great stone dial like a flight of steps; the Nizam-ood-deen's Mausoleum, and a large and fine one dedicated to Safdar or Sufder Jung, ancestor of the Kings of Oude. One tomb marks the grave of Khusro, the poet, and the author of "Bagh-o-Bahar."

The *Kootub Minar* (11 miles), used as a bungalow, as built by Sultan Shams-ood-deen, is a splendid pile of carved red stone, with five galleries, 150 feet round at the base, 249 feet high to the top, which can be reached by spiral stairs, and commands a good view. Near it are an unfinished Pillar, 40 feet high; Shah Alum's tomb (died 1806); and the tomb of Shams-ood-deen, close to Rajah Pithora's *Iron Pillar*, 26 feet high, erected 1319. At 10 miles is Feroz Toghluk's *Mausoleum*, near his town of Toghlukbad. This mausoleum, dated 1321, and the Kootub Minar (1200), are early Mahomedan in style, as compared with Aurungzebe's later mosque, dated 1630, in the city. Shah Jehan's palace, above-mentioned, contains specimens of mosaic work on black ground, by a French artist, Austin of Bordeaux, employed by the Emperor. For the battles of 1526 and 1739, see *Kurnaul*. Delhi is still noted for its gold and silversmiths, Cashmere shawls and scarfs of gold and silver tissue, jewellery, toys, ivory paintings, filagree ornaments, bangles, marriage boxes, and wood work. Silver work is bought by weight against so many rupees—with so many annas extra to each rupee for workmanship. Salt is made From here the East and West Jumna Canals have been cut to Raipore. Great *Fairs* are held here. See Hand Books, by Keane, Harcourt, and Stephens.

Deolee, a cantonment for the Deolee Irregulars, in Ajmere, Rajpootana; 60 miles south-east of Ajmere, near the River Banas.

Deopore, near Seronge, North-West Provinces.

Dera or **Dehra Ghazee Khan**, a district of the Punjab, in the valley of the Indus, near the Afghan border; and a deputy-commissionership and military station, 50 miles south-west of Mooltan. Population, 22,310. Cantonments for Punjab Irregulars here, and at Asnee; also at **Dera Ismael Khan**, another district (population, 22,165, with a church), 120 miles north, up the Indus valley. Indus water is safe, but well water brings boils. The Suleiman Hills are to the west. These names come from "Dera," a camp or post. In spring the Afghans come to *Dera Ismael Khan* to trade in cotton, cloths, salt, grain, lacquered boxes, &c. A late Lieut.-Governor of the Punjab, Sir H Durrand, who is buried here, died 1st January, 1871, from a fall from his elephant, while passing through the town gate, with the Nawab of *Tuk* or *Tauk*, the capital of a little border state, 30 miles north-west. Here the frontier tribes divide, the Afghans or Pathans being to the north, and the Biloochs to the south. The Biloochs run in clans, so that, if you gain the chief, you gain the people; but the Pathans are bigoted and priest-ridden republicans. A new jail has been built at *Dera Ghazee Khan*.

Dew Angiri, in Kamrup (British), a frontier post on the Thibet side, and centre of trade.

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Dhar, a Rajpoot and Mahratta state, in Central Provinces, containing Mandu, the old ruined capital of Malwa, above the River Nerbudda. The Rajah is of an old family. A new road is open to Mhow.

Dholepur, a Jat state, in Rajputana, facing Gwalior, on the River Chumbul. The Rana is G.C.S.I.

Dhurrumsalla, or **Dhurumsala,** in Kangra district, Punjab: a deputy-commissionership, in a beautiful spot under the Himalayas; 6,000 feet above the sea, 100 miles from Jullunder station, near the source of the Ravee, and the Lakka Peak, 14,000 feet above sea. About 115 inches of rain. A kutchery, treasury, serai, jail; Gothic church, convalescent barracks, cantonments for the Ghoorka regiments; also an ancient fort; Runjeet Singh's temple of Kali, with its gilt dome; the temples of Joalla Mookkee, Beijnath, and Bhagsoonath. Here are government and other tea plantations, and hot mineral springs; with the grave of Lord Elgin, Viceroy, buried here, 1863. It produces good iron and hemp. The name signifies the "Hall of Justice," or "Place of Rest." Garnets and turquoises are found. To Koksur, through the fine Kulu Valley, 120 miles. At *Kyelang* is a Moravian mission; at *Noorpoor*, 34 miles, Cashmere shawls are made. Tivaly mineral springs, 10 miles.

Diamond Harbour, in Bengal, on the Hooghly, 23 miles from Calcutta, by S.E. Branch Rail; a Custom house here. It is about 40 miles down to Saugor, and 70 miles through the sand banks to the Bay of Bengal. Vessels go on to Calcutta, 30 miles, where there is water for the largest ships.

Dibrooguhr, or **Dibrugarh,** a cantonment of native infantry, in Assam.

Dinagepore, or **Dinajpur,** a civil station, in Bengal, 250 miles north of Calcutta, 60 miles north-east of Rajmahal (East Indian Rail), on the River Purnabada. Population, 13,000. Government school; Baptist mission; Rajah's old palace and mosque.

Dinapore, or **Dinapur,** a military command, in Bengal, on the Ganges, and a railway station (East Indian Rail), 343 miles from Calcutta, 12 miles above Patna. Large cantonments and good officers' bungalows; churches and chapels; bank; jail; Steamers on the river. The Church was built in the time of Henry Martyn, who here finished his Hindoostanee Testament, 1808. Population, 37,895.

Dooab, or **Doab,** the country between the Jumna and Ganges, and one of the most fertile and populous districts in India; watered by the Dooab or Ganges Canal, opened 1854. There are similar inclosed tracts in the Punjab and elsewhere, as the Jullunder Doab, Baree Doab, Raichore Doab, &c.

Dugshaie, in North-West Provinces: a hill station and military prison, near Simla, 8 miles from Soobathoo, 6,100 feet high. Church and chapel.

Dum Dum, or **Dam Dam,** in Bengal: a military post, and railway station (Eastern Bengal Rail), 4 miles north-east of Calcutta, near the Hooghly; the head-quarters of the Bengal artillery till 1852; and sometime the residence of the ex-Ameers o Sinde. Here are factories for small-arms and cartridges, with a church. The name comes from "Dum Duma," a battery. Population, 5,200.

Dumoh, or **Dummow,** a military station, and deputy-commissionership, in Jubbulpore, Central Provinces, 70 miles north-west of Jubbulpore (Great Indian Peninsula Rail), 670 miles east of Calcutta. Bazaar and gaol. Singhurgurli hill fort in view.

Dungurpur, or **Doongurpore,** a native state, in a wild, hilly part of Rajputana, belonging to the Maharawul, of an ancient line.

Durbhunga, a station on Tirhoot Rail, 46 miles from Barrli Ghat, East Indian Rail. Population, 65,955.

Durriabad, in Khyzabad, Oude: a deputy-commissionership and military station, 40 miles east of Lucknow, near the Ghogra; with a sudder station at Bara Bankee.

Durrung, in Assam: an assistant-commissionership and military post, with a sudder court at *Tezpore*, 595 miles north-east of Calcutta, on the River Brahmapootra and the Bhotan frontier. under the Himalayas, inhabited by the Akhas hill tribes. Mission church and schools; ruins of old temples; and large tea plantations. Can-

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tonment at *Mungledye*, 70 miles from Tezpore. The caoutchouc, or india-rubber forests, cover 600 square miles.

Edwardesbad, a cantonment on the Punjab frontier, 100 miles north of Dera Ismael Khan; named after the late Sir H. Edwardes. Population, 3,200.

Erinpoora, a cantonment for the Erinpoora Irregulars, and a chaplaincy, in Nagpore.

Etah, or **Eytah,** a collectorate in the Dooab, North-West Provinces, 25 miles from Mynpoorie, 770 miles from Calcutta. The town, near a lake, was ravaged by the sepoys, 1857-8. Indigo works. Population, 6,500.

Etawah, or **Etayah,** a civil and military station, in North-West Provinces, and a railway station (East Indian Rail), 97 miles north-west of Cawnpore, 837 miles from Calcutta, on the Jumna, near the Ganges Canal. Bridge of boats and fine ghat; church, school, jail; fort on a hill, and cantonments in an open plain. Good sport; many specimens of birds, insects, and fruits, for the naturalist. Ruins of a former Mahomedan city. Population, 27,300.

Fatigarh.—See **Furruckabad.**

Ferozepore, in the Punjab: a deputy-commissionership and military command, near the Sutlej, 50 miles from Lahore, 1,240 miles from Bombay, in a hot sandy spot; so named after its founder, Feroze Toghluk, 1352. Population, 39,570. The fort and magazine were restored, 1841, by Sir H. Lawrence. St. Andrew's Memorial Church, built after the Sutlej campaign, 21-2 December, 1845, when Sir H. Gough was nearly beaten by the Sikhs under Lall Singh, who were encamped at Feroz-Shuhr, with the river behind. His light artillery had no chance against the heavy siege guns of the Sikhs; and the 62nd regiment was driven back in trying to storm their entrenched camp. The Governor-General, Sir H. Hardinge, who served on the field, described the night as the most extraordinary of his life. No one knew who had the victory. Our loss was 2,400, including 54 officers, one being Broadfoot. The next day, Lall Singh suddenly retreated, with another large force under Tej Singh; just when the English had expended all their ammunition. Havelock said "India was saved by a miracle."—*Raikes's Englishman in India.* Large Arsenal; Hospital; large cantonments. The ruins of the first town remain. Here Runjeet Singh met Lord Auckland in 1838. Kangra Hills, 90 miles.

Furreedpore, a district in Bengal, 136 miles north-east of Calcutta, on the Ganges. Bengalee and government schools; public library; jail. Indigo and silk works near. Population, 8,600.

Furruckabad, or **Farukhabad,** a civil and military station, under Agra, in North-West Provinces, 5 miles from *Fatigarh*, or *Futtyghur*, on the Trunk Road and the Ganges, 110 miles north-north-west of Lucknow, 710 miles from Calcutta. *Furruckabad*, or "happy town," is a clean, well-built place, metalled with kunkur, 570 feet above sea, with good water, and a good trade; having remains of two palaces, a mint (where the Furruckabad rupee was coined before 1824), a fort, and an embattled wall. Population, 62,440. At *Futtyghur*, or Futtahghur, the "fort of victory," near the Ganges, formerly a large town, are cantonments laid out, 1777; a gun carriage agency of the government; remains of Maharajah Dhuleep Sing's palace; and of the palace of its former Nawaub, or Nabob, who figured in the Mutiny, when the resident and others were killed, and the town, with the church and American mission house (both restored), were half ruined. The Nabob was tried and condemned to death for his cruelties, and then transported to Mecca. Indigo works here. For an account of the famous battle of Furruckabad, or surprise of Futtyghur, fought 17th November, 1804, see Thackeray's *Tremendous Adventures of Major Gahagan.*

Futtehpore, in North-West Provinces: a district, and a railway station (East Indian Rail), 702 miles from Calcutta, 72 miles from Allahabad, in the plain of the Dooab, between the Jumna and Ganges. Population, 21,330. Here is a small town on the Trunk Road, with police barracks, and serai for travellers; a mosque, built by the Nabob of Oude; a ruined fort and remains of other Mahomedan buildings. Here Havelock, on his way to Cawnpore, routed the mutineers, 12th July, 1857.

Futtyghur, Futteghur, or **Futtehgurh,** on the Ganges.—See **Furruckabad.**

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Fyzabad, or **Faizabad,** the "town of plenty," in Oude, North-West Provinces: a Commissionership and military command, formerly the capital of Oude, 90 miles east of Lucknow, on the Ghogra (1½ mile broad). Population, 55,570. Cantonments; and remains of the fort and palace (began 1730) of the Viziers of Oude; whose ancient capital city of *Ajodhya*, or *Ayudha*, or Oude, near this, can be traced for some miles along the river. The Temple of Ram, the hero of the Ramyana, is half a mosque. Remains of Buddhist and Jain temples. Church Mission schools. About 600,000 pilgrims come to the sacred groves at *Fyzapore*. Wolf-hunting at Goondah, 24 miles. Opium is grown, with tobacco and sugar.

Ganges River, the "sacred Gunga," in northern India, 1,500 miles long, rises near several Hindoo Temples, in two heads, the Bhageerettee and Aluknunda, in Gurwhal, above Almorah, on the south side of the Himalayas (near the pilgrim places of Jumnotri and Gangotri), about 22,500 feet above the sea, and not far from the sources of the Indus and Brahmapootra, on the north or Chinese side. It receives the Jumna, Ghogra, Gundruck, Sone, and other streams; passes Dehra Doon, Hurdwar, Cawnpore, Allahabad, Benares, Patna, Rajmahal, at the top of its delta, and Calcutta; and falls into the Bay of Bengal at the Sunderbunds, lying between the west or Hooghly mouth, and the east or Burrisaul mouth, which the Brahmapootra joins above Dacca. It is full of shoals, and for the most part flat and uninteresting; becomes shallow and narrow in the dry season, but at the September floods rises 30 to 40 feet in the lower districts. Its basin includes the two Lieut.-Governorships of Bengal and the North-West Provinces, with a population (chiefly Hindoo) of 70 millions, or more than one-third of all India, and an area of 324,000 square miles (equal to the United Kingdom and France), divided into 19 commissionerships and 91 districts. Its southern branches water the provinces of Central India and Rajpootana. Steamers can reach Allahabad according to the season. The East Indian Rail from Calcutta runs up the basin 1,020 miles, near the trunk road to Delhi, on the Jumna. That part between the Jumna and Ganges, called the Dooab, is watered by the *Ganges Canal*, a great work, planned by Sir P. Cautley, in Lord W. Bentinck's time, 810 miles long, or 3,660 miles including branches, from Hurdwar to Coel: constructed 1817-54. The country between the basin of the Ganges and the Punjab is almost level, and traversed by the Gagur, 100 miles long, till that is lost in the sands.

Garo or **Garrow Hills.**—See **Cooch Behar.**

Ghazeepore, or **Ghazipur,** in the North-West Provinces: a civil and military station, on the Ganges, 44 miles east of Benares, 430 miles from Calcutta, in a healthy spot, among remains of a former city. Steamers on the river. Churches, chapels, American and German mission; hospital and jail. Population, 82,885. Here are a government opium agency for the North-West Provinces and Oude; a custom house in the old Saracenic palace of Meer Cossim, Nabob of Bengal; tobacco farm; Government stud, near the race-course; a fort and large cantonments, near which is a pillar to Marquis Cornwallis, governor-general, who died here, 1804. In this quarter are indigo factories and rose gardens, where rose water and "attar of roses" are made; with banyan and other large forest trees. Rose water is used by the natives in everything, at meals, for presents, for medicine, &c. A rupee weight of "attar" requires 200,000 roses, and is worth £10. *Buxar*, where Munro defeated the Vizier of Oude and Meer Cossim, 1764, is 31 miles distant.

Ghuznee, or **Ghuzni,** in Afghanistan, 210 miles west of Peshawur, by the Khyber Pass, 7,700 feet above sea, formerly the seat of the Mahmood of Ghuzni, who, at his invasion of India, 1024, took away (it is said) the sandalwood gates of Somnath Temple, which were restored when the place was taken by General Nott, 1842. It had been occupied by Lord Keane, 1839.

Goalundo, in Bengal: the terminus of the Eastern Bengal Rail, 151 miles, by rail, north-north-east of Calcutta, on the Ganges, at its confluence with the Brahmapootra. The extension from Kooshtea to this point was opened by the Viceroy, 31st December, 1870. It is the best station for Assam, Cachar, Dacca, Sylhet, &c.; and much of the up-country traffic on both rivers is expected to flow to the rail.

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Gonda, or **Gondah,** in Oude, North-West Provinces: a civil and military post, 25 miles north-east of Fyzabad, between the Ghogra and Raptee. Deputy-commissioner's office and cavalry cantonments. Population, 12,000.

Googaira, in the Punjab: a deputy-commissionership, 130 miles north-east of Mooltan, near the Okarah station of Punjab Rail.

Goojranwalla, Gujranwala, in the Punjab: a deputy-commissionership and military post, in the Reechna Doab, 42 miles north of Lahore, on the Peshawur line; with a church and cantonment. Maharajah Runjeet Singh was born here.

Goojrat, Gujrat, or **Guzerat,** in the Punjab: a deputy-commissionership in the Jeteh Doab, 71 miles north of Lahore, Peshawur rail; where inlaid swords and steel ornaments are made. Population, 16,000. A zillah school, dispensary, and jail, in a walled town. *Jelalpore* (over the Cashmere border; population, 15,700) is noted for shawls; and here the Sikhs were finally beaten February, 1848, an event followed by the annexation of the Punjab.

Goonah, a cantonment for the Central India Horse, 185 miles north-west of Mhow.

Goordaspore, in the Punjab: a deputy-commissionership, and military post, on the Beas, under the Siwalik Hills, 50 miles north-east of Umritsur (Punjab Rail).

Goorgaon, Gurgaon, a deputy-commissionership, in the Punjab, 20 miles west of Delhi (East Indian Rail).

Goruckpore, or **Ghurukpur,** a civil and military station, in North-West Provinces, on the Taptee, 61 miles north of Azimgurh, 525 miles from Calcutta, in a pleasant and cool spot, under the Terrai, 330 feet above sea. Population, 57,925. Churches and mission schools; collector's office in the Basautpoor fort; jail and reformatory for the Bhudduk thieves; cantonments near the Ramgartal Lake. The town, 7 miles round, contains the old Imambarah, or palace of the Kings of Oude, two brick mosques, and some Hindoo temples. Monkeys swarm here. Indigo works in the neighbourhood.

Goverdhun.—See **Muttra.**

Gowalparah, or **Goalpara,** an assistant-commissionership, in Assam, Bengal, on the Brahmapootra, 90 miles west of Gowhatty, 425 miles north-east of Calcutta, under the Garrow Hills. School, hospital, and library. Steamers on the river. Head-quarters now at Dhubri,

Gowhatty, or **Gowahutty,** seat of the commissioner of Assam, Bengal, and a military station, on the Brahmapootra, under the Cossyah Hills, 455 miles north-east of Calcutta. Government schools, church, and a pilgrims' hospital. Rice, tea, lac dye, and india-rubber are among the products. Steamers on the river to Kawnea, the nearest railway station (Eastern of Bengal Rail). Population, 11,500.

Gurwhal, or **Garwhal** (British), under Kumaon, North-West Provinces; an assistant-commissionership, in the Himalayas, at the head of the Ganges, with a chief town at *Srinuggur*, 104 miles north-west of Almorah, and a civil station at Paoree, 7 miles from it. Here are tea plantations; with much forest timber, besides trees brought from Australia; and the pilgrim temples of Badrinath and Kedarneth, 25 to 30 miles distant, on the sacred river, under snowy peaks, 22,000 and 23,000 feet above sea. Copper is found. Rajah Bhowan Sing is chief of the protected *native state* of *Gurwhal*, lying west of this British section; the capital of which is Tehri.

Gwalior, or **Scindia's Territory,** in North-West Provinces: a political Agency, military command, and seat of the Maharajah Scindia, 77 miles south of Agra (Scindia's rail), 280 miles north-west of Allahabad, 780 miles from Calcutta, on the Agra and Bombay road. Churches and chapels; college and schools, supported by the Maharajah Jyagee Rao, G.C.S.I., born 1835, styled Scindia of Gwalior, from his Mahratta ancestor, Scindia, who reigned here, 1779. In 1843, his Contingent, or native army, headed by the Baee, or Maharajah's widow, who was disposed to try her strength against the English, was defeated at Maharajpore and Punniar. In 1857, the Contingent joined the rebels, robbed the treasury of £2,000,000, and placed Nana Sahib's nephew on the throne, till Sir H. Rose stormed the city, and restored Scindia, 1858. A Fort was begun here, A.D. 773. The present noble-looking pile, 1 mile long, stands on a precipitous sandstone

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hill, 300 to 400 feet above the plain, near the River Soowunreeka; and is surrounded by picturesque embattled walls and towers, 3 miles in circuit. At the south-east corner, Scindia has built a Palace, called Lushkur, in the Italian style, 176 yards by 142 yards. He is a General in the Queen's army, and G.C.B. His minister is Sir Dinkar Rao, K.S.I., the "Nestor of India," who learnt English through Smith's "Wealth of Nations." In one part of the cliff is a figure of Parswanath, 40 feet high. At the Fort are the residency; the Maharajah's old palace; a gun foundry; a ruined Jain temple, and the Thaileeka-Lath, a temple built by a rich oilman; a Jumma Musjid and other mosques; and several tanks. The cantonments for the Contingent are at the Lushkur Rock, where Sir H. Rose planted his batteries in the siege. This is one of the great seats of the Mahrattas, whose language is spoken all round here. Iron is found in the neighbourhood. *Sindous*, on the River Kowaree, was a great haunt of the Thugs. Railways, at the cost of Scindia, run through his territory, connecting Agra and Jhansi.

Gya, Gyah, or **Gaya,** the sudder station for *Beha* district, in Bengal, 57 miles from Bankipore, E. Ind. Rail. Population, 76,415. Scotch church; government school; opium and other offices in the Ramna, or old palace of the Rajah, between the two divisions of the town—the Sahibgunj, where the best houses are, and the more ancient part, which was enlarged by Law, the French commander, 1759-61, and called after him, "Law's Town." This is a place for pilgrims, who come to visit a holy spring here; and has a handsome hospital for their use, several shrines and ghats, and a Vishnupod (a fort of Vishnu), shaped like a pyramid, 180 feet high, built by a princess of Indore.

Hansie, or **Hansee,** in Hurreeanah, Punjab, 16 miles south-east of Hissar, 90 miles from Delhi. Population, 13,600. A strong and ancient fort here was held by George Thomas, 1798, an Irishman, who coined money, and contemplated setting up as a rajah. Colonel Skinner, of **Skinner's Horse,** left estates still belonging to his family. Salt is made at the government works at Bhewarree. The district is noted for its cattle.

Hanthawaddy.—See **Rangoon.**

Harowtee, or **Haraoti,** in Rajpootana: a native state and assistant Agency, traversed by the *Harraouttee Hills;* containing *Kotah,* on the Chumbul, 110 miles south-east of Ajmere; and *Deolee,* a cantonment, 50 miles north-west of Kotah.—See **Kotah.**

Haupper, or **Haupur,** in the North-West Provinces, 23 miles south of Meerut; having at Babooghur a government cavalry stud and breeding establishment.

Hazara, or **Huzara,** in the Punjab, under the Himalayas, on the Cashmere frontier: a deputy-commissionership, in a healthy valley on the Indus, 3,000 feet above sea; containing *Hurripore,* or Hurrepoor, 60 miles east of Peshawur; and Abbottabad, 23 miles north-east of Hurripore, near which is the jail. It produces cedar and conifer timber.—See **Abbottabad.** A mountain rail is in progress.

Hazareebaugh, or **Hazaribagh,** a civil, and a former military station, in Chota Nagpore, Bengal, 265 miles west-north-west of Calcutta, 60 miles from Giridi station (East Indian Rail), on a healthy but rainy plain, 1,750 feet above sea. Barracks here and at Ramgurh; church and Roman Catholic chapel; hospital and jail. Two of the ex-Ameers of Sinde were sent here to reside. Population, 11,000. Iron, coal, and copper, with hot sulphur springs up to 170°.

Henzada, in Pegu, British Burmah, on the Irawaddy: a deputy-commissionership, and military post, 60 miles north-west of Rangoon, on Rangoon Rail. American and Roman Catholic missions. Donabyoo and Myan-owng out-stations are 40 to 50 miles down and up the river. The Karen and Burmese missions, established by the American Baptists, include more than 30 congregations and schools.

Hidgelee, or **Ingellee,** in Midnapore district, Bengal, 60 miles south-west of Calcutta, at the Hooghly's mouth, below Kedgeree.

Himalaya Mountains, the natural boundary of India, on the north, dividing it from Thibet and China: 1,500 miles long, from the Hindoo Koosh, near Cabul, to Assam, and 20,000 feet high on the average. The sacred lake of Manasorawar, whereabouts all the great rivers rise—the Ganges, Indus, &c., is about the middle of the range, on the

Thibet side. West of it, towards Simla, &c., are the lofty peaks of Nanda Devi, 25,749 feet; Kamet, 25,550 feet; and Gyu, 24,764 feet. East of it are Tingrimadan, 26,000 feet; Kinchinjunga, 28,176 feet; *Mount Everest*, 29,002 feet, the highest of all, and the highest in the world (half a mile higher than Sorata in the Andes); and *Dhualagiri*, or Dhaolagiri range, 25,000 to 28,000 feet. One peak, 28,287 feet high, heretofore marked K, is to be called *Mount Albert*. Kinchinjunga is in Sikkim, above Darjeeling, where they are all visible; they are sometimes seen at Patna, 150 miles distant; and sometimes at Ramnagar, 200 miles. There are passes over the range, used by the Thibet traders, 18,000 feet high, 5,000 feet above the snow line. At the Kashmere end, 15 miles from the Indus, is Dayarmur Peak, 26,629 feet high.

Hingolee, or **Hingoly**, in the Nizam's Dominions: a large station and cantonment, 195 miles north-west of Hyderabad, 80 miles from Jaulnah, on the River Kialla, 79 miles from Akola (Great Indian Peninsula Rail). It has a Church and Hospital.

Hissar, in the Punjab: a commissioners' revenue circuit, and military post, 110 miles north-west of Delhi, in the Hurreena (or grass) country. Here is a government cattle farm, where large cattle fairs are held in October and April, lasting a fortnight. A church here. Population, 14,200.

Holkar's Territory or **Malwa.** — See **Indore** and **Malwa.**

Hooghly, or **Hughli**, a district in Bengal, and railway station (East Indian Rail), 25 miles north of Calcutta, on the west side of the *River Hooghly*, or west branch of the Ganges delta, sometimes called the Ganges proper. Population, with Chinsurah, 31,180. Collector's office, on the site of a fort, built by the Portuguese, 1540; Jesuit church of Bandel, built 1599, the oldest church in Bengal; Imambarrah, a handsome Mahomedan pile, with a hospital annexed; government college, for Arabic, Persian, and English, endowed by Mahomed Mosh'n, 1836; government dispensary; jail, and dacoity-commissioner's office for suppressing thieves. Job Charnock, the founder of Calcutta, had saltpetre works here, 1640–86. Chinsurah, Barrackpore, Cossipore, Serampore, Chandernagore, and Dum Dum, with some sugar works and silk factories, are within a few miles. The *Hooghly* is 125 miles long from the Ganges, past Calcutta and Diamond Harbour, down to the sea at Saugor Island, where large vessels enter. Its width here is 8 miles; at Calcutta, ¾ mile; but it is gradually getting shallower, a fact which led to the Port Canning project. Its shifting sands require continual watching, especially the "James" and "Mary" shoals. The jungle consists of bamboo, cocoa-nut, and mango.

Hosheyarpore, or **Hoshiarpur**, in the Punjab: a deputy-commissionership and military post, under the Siwalik Hills, in the Jullunder Doab, 60 miles east of Umritsir. A church; zillah school. Population, 21,365.

Hoshungabad, **Hooshungabad**, or **Husingabad**, in Central India: a deputy-commissionership, cantonment, and railway station (Great Indian Peninsula Rail), 11 miles from Etarsee, on the Nerbudda, under the Vindhya and Sautpoora Hills. Population, 13,100. Founded 1433, by Hoshung Shah, King of Malwa, and ceded 1818. A large town with good buildings, and an old fort, taken by Col. Mc.Causland from the rebels, 1857. Excellent cotton and wheat are grown. Alligators found in the river, here 900 yards wide in the floods. *Hindia* is 30 miles below this, near the Deyri fall and the island of Mundatta Unka, where there is a pilgrim temple.

Howrah, a district in Bengal, and a metropolitan suburb on the "Surrey side" of the Hooghly, opposite Calcutta, and the railway terminus of the East Indian line, which from here runs up to Delhi, 1,010 miles. Population, 105,216. Here are the company's workshops and steamboat departments, with several shipyards and factories; St. Thomas's and other churches and chapels; the custom house, in the old Fort William; government salt golahs, or bonded warehouses; a new hospital; botanical gardens; and Bishop's College. A floating bridge to the Calcutta side.

Humeerpore or **Hamirpur**, in North-West Provinces: a civil and military station, 110 miles north-west of Allahabad, at the junction of the Jumna and Betwa. It was occupied by Col. Primrose, 1857, after the murder of Messrs. Lloyd Grant, and other civilians by the mutineers.

Hurdui, or **Hurdoee**, in Oude; an assistant-commissionership, near the Ganges, 30 miles east of Furruckabad.

Hurdwar, or **Gangadwara**, in North-West Provinces: a place of pilgrimage, noted for its fair, in a pass, or gate, of the Ganges, under the south-east end of the Siwalik Hills, 30 miles east of Saharunpore, 1,025 feet above sea. Every year, at the propitious bathing season, 10th March to 10th April, and also at every 12th year, jubilee, this place is crowded with hundreds of thousands of devotees, who flock to the ghats on the river side to dip in the sacred stream. The Harika Pairi ghat consists of 60 steps, 100 feet long. Here 430 persons were suffocated in the crowd, 1819. Many wealthy natives live at *Khunkhul*. Long ranges of serais and booths are provided for the pilgrims, who numbered two millions in 1867. The holy water got here is carried all over India. The great trading *Fair* is held on the last day, 10th April, for the sale of horses, elephants, sheep, shawls, cloths, sweetmeats, asafœtida, &c. The Ganges Irrigation Canal begins here.

Hurreeanah, in the Punjab: a grassy district, having *Hissar* for its chief town, 110 miles north-west of Delhi.

Hyderabad, a Residency in the Nizam's Territory.—See Madras Presidency. For the Assigned Districts, see **Berar**.

Indore, or **Indor**, in Malwa, Central India: the picturesque-looking capital of Maharajah Holkar, G.C.S.I. (born, 1834), seat of a Resident, a railway station (G. I. P. line), and a military command under Bombay, 13 miles north-east of Mhow, 375 miles from Bombay, 400 miles south-west of Agra, on a table-land under the Vindhya mountains, 2,000 feet above the sea, on the River Kuthi. Population, 75,405. All land is held at will from the Maharajah; whose minister is Sir T. Madhow Rao. The native town has been drained. Here are a Camp of 16 acres; Residency, in a park; opium agency office; flourishing cotton mills; several mosques and temples; and Holkar's palace, a plain structure, built by the widow of Mulhar Rao Holkar, a Mahratta chief, the founder of the reigning line, who was at first a shepherd, and established himself here, 1733. A handsome new place is in progress. Taken by Sir T. Hislop, after the battle of Mehidpore, 1817, when Sir J. Malcolm was the Governor-General's Agent. From this highland district sprung the restless Pindaree, or robber tribes, who were subdued by Marquis of Hastings, 1818. Indore is 80 miles from Khundwa, on Great Indian Peninsula Rail, by Holkar's projected line; the first locomotive for which was received with public rejoicings, 1875.

Indus River.—See the **Punjab**. The *Indus Valley Rail*, in connection with the Scinde and Punjab line, runs down it from Mooltan to Kurrachee, &c.

Ishapore, or **Iohapur**, in Bengal, the government powder works, on the Hooghly, 17 miles from Calcutta, East Bengal Rail.

Jallandar.—See **Jullundur**.

Jaloun, in Jhansie district, North-West Provinces, 60 miles north-west of Humeerpore, a deputy-commissionership and military post, with a sudder court at *Orai*. It was held in the Mutiny by Tantia Topee, who was hanged at Thalner, near Seerpoor, 1859. Population, 12,360.

Jaulnah, in Berar: the seat of the Commissioner for Hyderabad Assigned Districts, and a military cantonment, in a rugged but healthy spot, 210 miles east-north-east of Bombay. Population, 10,000. Church, chapel, barracks, and an old fort. English vegetables and fruits are raised.

Jawra, or **Jowra**, a Mahometan Nawabship, in Central India.

Jellalabad, in Afghanistan, 60 miles west of Peshawur, on the Cabool river, 1,960 feet above the sea; famous for the defence made by Sir R. Sale, in 1842, against the Afghans, till relieved by Gen. Pollock, in October. Here Dr. Brydon, the only survivor, appeared, 13th January, before the walls, to report the total destruction of the unfortunate Cabool army—unfortunate through the miserable incompetency of its leaders. Occupied in the Second Afghan War, 1878-9.

Jessore, a district in Bengal, 80 miles north-east of Calcutta, 20 miles from Kissengunge, on Eastern Bengal Rail. Judge and collector's offices, church, mission chapel, government school, jail, and several indigo and sugar works in the neighbourhood. Noticeable as the spot where the *Cholera Morbus* of 1831 began. Population, 8,200.

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Jeypore, or **Jaipur,** in Rajpootana.—See **Jyepore.**

Jeysulmere, Jesalmir, or **Jussulmere,** in Rajputana, seat of a native Maharawul; a beautiful and healthy town, with good carved houses, in a stony desert, 140 miles from Joudpore.

Jhallawar, in Rajputana, a native state, belonging to the Maharaj Rana.

Jhansie, or **Jhansi,** a revenue circuit, in North-West Provinces, and a military post, 70 miles south of Gwalior, 940 feet above the sea. Population, 26,775. A walled town with cantonment, barracks, church, and a stone Fort with nine gates, taken from the mutineers, by Sir H. Rose, April, 1858, after the Ranee had killed the Europeans.

Jhelum, or **Jailum,** in the Punjab: a deputy-commissionership, cantonment, and railway station, on the River Jhelum, 108 miles north-north-west of Lahore, 70 miles from Rawul Pindee (Peshawur rail), near the Cashmere border. Church; zillah school. Population, 21,110. The Jhelum, or Greek *Hydaspes*, one of the "five rivers" of the Punjab, is as broad and flowing as the Indus, and joins the Chenab below *Julalpore*, whereabouts Alexander defeated Porus.

Jhung, a district in the Punjab, deputy commissionership, and military post, on the Chenab, 120 miles west-south-west of Lahore, 80 miles from Mooltan, near Julalpore, above mentioned. Cantonment and government school.

Joudpore, Jodhpur, or **Joodpoor,** the capital of Marwar, in Rajpootana: a political Agency and seat of the Maharajah, Tukt Sing, G.C.S.I., fifty miles from Patee (Rajpootana railway). This town, named after its founder, Jodha, 1459, and standing on a picturesque ridge of coloured rock, 400 feet above the plain, is five miles round the stone walls, and has as many as 170 bastions and gates; a strong citadel, near the Maharajah's palace; the palace of his Gooroo, or priest; a pagoda, on a good point of view; the ruins of Mahamandir temple; and several fine tanks. From the Mohimahal, a marble palace near the Sur Sagur tank, there is also a fine prospect. On Jodhagir Hill are remains of Mandar, the old capital. The Contingent having mutinied (1857), was replaced by the Erinpoora Irregulars.

Jounpore, or **Joonpoor,** in North-West Provinces: a civil and military station, 35 miles north-north-west of Benares (Oude railway), on both sides the Goomtee, joined by a narrow stone Bridge, on five arches, 720 feet long, built 1562. Population, 26,000. Formerly a large Mahomedan city, founded 1370, by Feroz Toghluk, the Patan King of Delhi; and has remains of mosques (one 160 feet high) and palaces; with small church and mission house, and cantonment. Here Byrapersaul, the Benares banker, was hanged after the mutiny, 1857. Several indigo works are near.

Jubbulpore, or **Jabalpur,** a division and district in Central Provinces, seat of a Commissioner and political Agent, military post, and the junction station of the Great Indian Peninsula and East Indian Railways between Bombay and Calcutta, 616 miles from Bombay, 229 miles from Allahabad, and 793 miles from Calcutta; 1,460 feet above sea, near the Nerbudda, under the Sautpoor Hills, or North Ghauts. The railway junction at the joint station was effected (1870) in presence of the Duke of Edinburgh and the Viceroy. Population, 75,705. It stands under the the granite height of Puchmurree, and has Jackson's and other hotels; large cantonments on the river; a small church, branch bank, and high school; a large government school of Industry; and central Prison for Thug and Dacoit convicts, where they make good tents and carpets; museum and library; a hospital and asylum. The existence of a sect of Thuggee murderers, devoted to Kali, was only recently discovered. Here are factories for lac-dye, opium, and jute; iron is found. It promises to be an important trading mart, through which grain, cotton, salt, and other produce will flow east and west. In the neighbourhood (10 miles) are the **Marble Rocks,** a place for pic-nics, best reached *viâ* Mirganj Station, from which it is 2 miles; near the Badagheer Fall on the river. The richly-coloured cliffs are 2 miles long, 50 to 80 feet high, and should be seen by moonlight. A travellers' bungalow here. Sal and teak timber; snipe, teal, quail, partridge, deer, tiger, boar. Fish and crocodiles in the river. *Roads*—To Mandla, 59 miles; to Saugar, 116 miles; to Mirzapore, 247 miles. From Mandla to Belaspore, 144 miles; thence to Sumbulpore, 140 miles.

Juggernaut, in Orissa.—See **Pooree.**

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Jullunder, or **Julinder,** in the Punjab: a commissionership and military command, 32 miles north-west of Loodiana (Punjab rail), in the *Jullunder Doab* (between the Sutlej and Beas), under the Siwalik Hills. Population, 52,120. It stands among mango and other groves; was a seat of the Lodi-Afghan dynasty; and has cantonments 937 feet above the sea, good barracks, hotel, library, mall, a church, mission chapels, hospital; with old mosques and mausoleums. The Rajah of Kuppoorthula is a resident. Hill station, 3,000 to 6,000 feet high, near the Jawalamakke mineral springs.

Julpigoree, or **Jalpaiguri,** a station on Eastern Bengal rail, and a native cantonment in Cooch Behar, Bengal, among tea gardens.

Jungypore, in Bengal: a civil station, 155 miles north of Calcutta, above Moorshedabad. Anglo-vernacular school here. Population, 11,400.

Jyepore, Jaipur, or **Jeypoor,** in Rajpootana: the seat of a Maharajah and of a political Agent, a military post, and a railway station on the Rajpootana state line, 76 miles from Ajmere (Rajpootana Rail) near Lake Sambur. Population, 142,580. It stands on a rock in a basin among granite hills, and is a regularly built and interesting town of fine looking stone houses, having a main street 2 miles long and 40 yards broad, intersected by others as broad, with market squares at the points of meeting, and gas and water laid on. It is named after its founder, in the last century, Jai Singh, Rajah of Amber. In the high town walls are several lofty towers and gates, and the whole is overlooked by a Citadel, 2 miles by 1 mile, rising 800 feet above the town. The *Palace* is a vast pile, one eighth of the city in area, half a mile long, and eight stories high, with cupolas at the corners, and including many courts, galleries, terraces, gardens, woods, lakes, crocadile tank, and precipices, 1,000 feet high. Here the Prince of Wales was entertained by the Maharajah. Marble audience chambers, theatre, mint; with an English and Oriental school, and a medical school, supported by the Maharajah Ram Sing, G.C.S.I., an enlightened prince, who has established a school for the sons of his nobility, and opened a public Garden, containing a museum, fountains, aviary, &c., in the English style; also, an arsenal, Observatory, founded by Jai Singh, and some handsome mosques and temples. About six to eight miles off is the old town of *Amber*, with an old Palace. Many wealthy bankers reside here. This State supplies India with gold, silver, and precious stones. Bangles are bought at the Jeypoor School of Art. The rail is open to Sambur, Ajmere, Mount Aboo, and Ahmedabad. Good shooting.

Kalka, in the hills, near Kussowlee and Simla; just over the border of the North-West Provinces, about 5,000 feet above the sea. It is 37 miles from Umballa, and has government offices, hotels, and lodgings. To Simla about 40 miles.

Kamptee, or **Kampti,** in Central Provinces: a cantonment, on the river Kunhan, 9 miles north-east of Nagpore; with a church, &c., near the Seetabuldee hills. Here the rebel sepoys were defeated by the Madras native troops, 1857. Good oranges and other fruit. Population, 51,000.

Kangra, a deputy-commissionership, in a fine part of the Punjab, under the Himalayas; having a sanatarium and church at the chief town, *Dhurrumsalla*, 200 miles from Umballa. Population, 4,500. There are about thirty tea plantations here, with forest timber and ironstone. The tea gardens, begun 1852, and now in private hands, cover 9,000 acres of land reclaimed from the Chumber Hills, 2,500 to 5,000 feet high; and a good road is in progress. Here grows the rhea, or China grass, brought from Assam. A government reward of £5,000 has been offered for a good machine for detaching the fibre. A fair, lasting 40 days, was established 1867, at *Palampore*, in the Kangra Valley, for traders from Yarkand, Khotan, &c.

Kapurthula, Kapoorthella, or **Kuppoorthulla,** in the Punjab, near the Beas, 75 miles east of Lahore: the head town of a state whose Rajah was a faithful ally of the government, and who died, April, 1870, when intending to visit England. His son, the founder of a college to his father's memory, has a memorial gift from Lord Mayo, bestowed November, 1871, in remembrance of the Viceroy's visit to the Kangra Valley.

Kasauli, a sanatarium and chaplaincy, in North-West Provinces.—See **Kassowlie.**

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Kashmir, or **Cashmere**, a rich alpine country, on the north border of the Punjab, at the heads of the Indus and Chenab, under the Himalayas, 3,000 to 5,000 feet above sea; including *Srinuggur* (or Cashmere), the seat of the Maharajah, Iskardo, and Leh, or Ladak, where a British Resident is stationed. Population, 1¼ million, over 25,000 square miles. It produces tea, silk, and good horses and cattle; and gives name to fine shawls now made in other parts of India. The route to Kashgar, Yarkand, &c., has been opened up by Mr. Shaw, a tea planter of Kangra, and Mr. Hayward of the Geographical Society, who was murdered, May, 1870, and buried at Gilgit. The country was annexed by Runjeet Singh, 1819; and transferred, 1845, to the family of Ghulab Singh, once a horseman in Runjeet's army. The peak of Dayarmur, in the Himalayas, near the Indus, is 26,629 feet high.

Kassowlie, or **Kussowlie**, in North-West Provinces: a commissionership, and convalescent depôt, in a beautiful and healthy part of the Himalayas, 40 miles from Simla, 112 miles from Dehra Doon, 7,000 feet above sea, near the Sutlej. Here are three churches and chapels; hotel, bungalows, and barracks for invalids; Anderson's and other stores; and the Lawrence military orphan Asylum at Sunawur (2 miles), founded, 1847, by Sir H. Lawrence, and supported by government, with a normal school attached.

Kattywar.—See Bombay Presidency.

Kerrowlee, Kerauli, Kerowlee, in Rajpootana: seat of a native Maharajah, 80 miles south-west of Agra, on the River Chumbul. Population, 25,610.

Khamgaum, Kamgaum, or **Khamgaon**, a cotton market and station, on the Nagpore branch of the Great Indian Peninsula Rail, 8 miles from Jullum, 338 miles from Bombay. This is an important and increasing market for cotton; the largest, in fact, in India. Population, 19,500. The branch rail, opened 4th March, 1870, by the Viceroy, is the first State line made in the country. Here are the works of the Mofussil ginning and pressing company; a branch Bank of Bombay; and several cotton agencies. Roads to Neemgaum and Nandoorah station, 12 miles; Sheagaum station, 11 miles, with a bungalow. Akote, another market, is 20 miles north of Sheagaum. The Khamgaon State Rail is a short branch to Jullum.

Khatmandoo.—See Nepaul.

Khelat, Khilat, Kelat, the capital of the Beloochistan frontier, and a Political Agency, 150 miles north-west of Sikarpore (in Sind), 6,000 feet above s a, south of the Bolan Pass. The Citadel was taken, 1839, by Gen. Willshire, and in 1840 by Gen. Nott. Nearest station, Dadur, on the Kandahar line.

Kherwarah, a cantonment of the Meywar Bheel Corps.

Khyrabad, in Oude: the head of a division, with a chief town at *Seetopore*, 51 miles north-west of Lucknow. Population, 16,000. Khyrabad, formerly a large town, is 6 miles north-west of this; with remains of old buildings, and manufactures of cotton cloth. Another *Khyrabad*, once a fort of Runjeet Singh's, is near Attock, on the Indus.

Kidderpore, in Bengal: the government Dock, near Calcutta, with a church.

Kishengurh, in Rajpootana: capital of a Maharajah, 18 miles from Ajmere (Rajpootana rail), having an old palace and stone fort, on a granite ridge. About 30 miles from it is *Sambhur Lake*, in Jyepore, 22 miles by 6 miles, producing large quantities of valuable crystalised salt, now belonging to government.

Kishnaghur, the chief town of Nuddea district, Bengal, 64 miles north of Calcutta, on the Jellinghee, near the Hooghly. Here are a government College, a church, and church mission schools; with manufactures of fine muslin and plaster figures, and several indigo factories. Population, 27,000.

Kohat, in the Punjab: a deputy-commissionership, and military station, 40 miles south of Peshawur, among hills (rail from Rawalpindi), near the Indus and the Afghan border. The *Kohat Pass* has been surveyed by Col. Johnstone. Population, 11,300. The Nawab is K.C.S.I.

Kolapore.—See Bombay Presidency.

Koruntadhee, Kooruntadi, Kurunthedi, or **Kurentadhee**, in North-West Provinces, near Ghazeepore, on the Ganges. A government stud and bazaar.

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Kotah and **Jhallawar**, or **Harowtee**, in Rajpootana: the seat of a political Agent and of a Rajah, on the Chumbul, 110 miles south-east of Ajmeer; 195 south-west of Agra. Population, 40,270. The town, within thick walls, 50 feet high, contains the palace and fort, with Hindoo temples, and some mosques. In the Mutiny of 1857, the native contingent dethroned the Rajah, Maha Rao, and murdered the Resident, Major Benson; holding the town till it was stormed by General Roberts, 31st March, after a forced march of 121 miles in two days, from Nusseerabad. The Agency includes *Boondee*, Jhallawar (taken out of Kotah, 1838), Tonk, and Shahpoora, all, as well as Kotah, terribly ravaged by the famine of 1868–9. Cantonment of the Deolee Irregulars at *Deolee*, 50 miles north-west.

Kuch Bahar.—See **Cooch Behar.**

Kuldanna, a chaplaincy in Bengal.

Kulu, about 115 miles north of Simla; the country of the Vazeers, and rich in silver and lead. —See J. Calvert's *Kulu*.

Kumaon, Kumaoon, or **Kamaun**, in the hills, North-West Provinces: a commissionership, with a chief town at *Almorah*, 90 miles north of Bareilly, on the Bageswar. There are nearly forty Tea plantations, and fifty-eight Tea companies. Iron and copper are found. Himalaya peaks in view.

Karnaul, or **Kurnal**, in the Punjab: a deputy-commissionership, 70 miles north of Delhi; in an unhealthy spot, on the River Jumna, and West Jumna Canal. Population, 23,135. Here is a branch government stud. It is a dirty walled town (marked by a handsome mosque rising over it), from which the cantonment was moved, 1843. The church tower remains. General Anson died here of cholera, 1857. Here Nadir Shah defeated the emperor, Mahommed Shah, of the Timurlane line, 1739. At **Paniput** (population, 25,025), 24 miles, Baber, the founder of the Timurlane line, defeated the Pathan King of Delhi, 1526. "Paniput (says Miss Eden, in *Up the Country*) has had several famous battles fought at or near it; but there is a grand tradition of one battle where 200,000 men fought on each side, and only four were left alive."

Kurrentadhee.—See **Koruntadhee.**

Kyouk Phyoo, in Arracan, Burmah, 100 miles south-east of Akyab, on Ramree Island: an assistant-commissionership and military station, with two churches, government school, and salt works.

Lahore, or **Lahor**, in the Punjab: seat of the Lieut.-Governor; a military command, and railway station (Punjab Rail), 22 miles from Umritsir, 125 miles from Loodiana, 1,294 miles from Calcutta. From Lahore one rail goes westward to Mooltan and the Indus, 212 miles; thence by steam flotilla, twice a month, to Kurrachee: another runs eastward to Delhi on the East Indian line; and one is projected to Peshawur. Population, 149,370, including 8,000 at *Anarkulle*, which has two churches and an American mission. Clarke's, Victoria, and other hotels, good dâk bungalow, three banks, theatre, and club. Government House, in Lawrence Hall Gardens, is the Lieut.-Governor's residence, built by Sir John Lawrence; Government offices; the Lawrence-Montgomery memorial buildings, a handsome range, including banqueting and assembly rooms, and a picture gallery; a college and vernacular school, with a University hall in the Gothic style; hospital and medical school connected with the Mayo hospital in 1872; Central *Museum*, with coins and sculptures; asylum for the insane; central jail; the *Lahore Chronicle* press. The Agri-Horticultural Society, founded 1851, has introduced the olive, Chinese tallow tree, and Australian gum tree, and promoted the growth of flax and silk in the Public Gardens.

Lahore, near the Ravee (the Greek *Hydraotes*), which, in the floods, is 1 or 2 miles wide, was an old seat of the Mogul Emperors; and was latterly the Sikh capital of Runjeet Singh, 1779–1839, the clever one-eyed Maharajah of Cashmere, who fortified it, and drilled his army, till under his successor, Gholab Singh, it was nearly a match for Lord Gough in the Punjab war. It has a brick wall 7 miles round, and contains ruins of old palaces, serais, Hindoo temples, and a magazine, in the Fort; the large Padshah mosque of red stone, built by Jehanghir; with the Vizier Khan, Sonara, and other mosques. Outside the city is the Emperor Jehanghir's Mausoleum, across the Ravee; another, near Anarkullee, over a young gallant who was buried alive; with Shah Jehan's

Gardens, called Shalimar, 1¼ mile long, containing remains of fine terraces, and 450 fountains. The weather is very pleasant from October to May, and a good fire is quite enjoyable in the cold season; but from May to September it is like a furnace. Here Lord W. Bentinck met Runjeet Singh, 1831; and Lord Canning held a grand Durbar, 1860. Cantonment at **Meean Meer**, 4 miles, with a Roman Catholic church. The Sikhs are a robust, fanatical sect of Hindoo dissenters, "disciples" (as their name signifies) of one Nanac, or Nanuk, born at Raypur (60 miles distant) in the 15th century, and of Govind an earnest fighting leader, who died, 1708. They all take the surname of "Singh, or Sing" (lion), and never shave or smoke, but indulge in opium or cherry brandy. Runjeet Singh was fond of horses, and at his death left 1,300 rich bridles, beside 8 millions of money, and the famous *Koh-i-Noor* diamond, or Mountain of Light, which he had wrenched from Shah Soojah, and which now belongs to the Empress of India, Queen Victoria. To Ferozepore is 50 miles. A railway (Punjab Northern) is open to Peshawur, 270 miles, by way of Wazirabad and Jhelum, 103 miles.

Landour, in North-West Provinces, Mussoorie district: a military sanatarium, 12 miles north of Dhera Dhoon, 7,560 feet above sea; with a church, chapel, academy, and cantonment.

Lawrencepore, in the Punjab, near Campbellpore (Punjab Northern Rail), founded as a Memorial of Lord Lawrence, some time Chief Commissioner of the Punjab, and Viceroy. Hot springs near it.

Leia, in the Punjab: a commissionership on the Indus, 60 miles north-north-west of Mooltan; taking in the Sind Saugor Doab (between the Indus and Jhelum), otherwise the Great Jelauli desert, a dry tract of sand, where it seldom rains. The only cultivation is along the Indus. Here are a normal school and hospital.

Lingasoogoor, or **Lingasoor**, in the Nizam's Dominions: the civil station of the Raichore Doab (between the Kistna and Toombudra), near the Mysore country, 200 miles south-west of Hydrabad. Hospital, jail, and cotton manufactures.

Lohardugga, in Bengal: the principal district under the commissioner of Chota Nagpore, with a civil station at *Ranchee*, 240 miles west-north-west of Calcutta. A government school, German Lutheran mission, and cantonment at *Dorundah*, 2 miles from Ranchee. Barrackur is the nearest railway station.

Loodiana, or **Ladhana**, in the Punjab: a deputy-commissionership, near the Sutlej, and station on the Punjab Rail, 108 miles from Lahore, 190 miles from Delhi. Population, 44,165. Hotel, church, American mission, hospital, with a ruined fort and deserted cantonment, where the Barracks fell, 1848, killing and wounding 300 persons. The dead were buried in one grave. In 1857 the native troops stationed here mutinied, and went off to Delhi, in spite of the exertions of Deputy-Commissioner Ricketts. The town, named after the Lodi-Afghans, its founders, stands on the Wallipura, and has an American mission, a brisk trade in shawls, cotton cloths, and the supply of *prostitutes*. The family of Shah Soojah, the deposed King of Cabool, live here. A bridge over the Sutlej, the connecting link of the Delhi and Lahore line, was opened 18th October, 1870, by Maharajah of Puttiala; giving a continuous rail from Calcutta (also from Madras and Bombay) right up to Mooltan.

Lower Provinces, a name for the *Bengal Presidency* proper, under the Lieut.-Governor at Calcutta; taking in the lower basin and delta of the Ganges, &c. It is the richest, most fertile, and most populous district of India, yielding a surplus of nine millions to the general income.

Luckimpore, a district in Assam, Bengal; with a sudder station at *Debrooghur*, on the Brahmapootra, 560 miles north-east of Calcutta.

Lucknow, Lukhnow, or **Lakhnao**, the old capital of Oude, in North-West Provinces, seat of a Chief Commissioner since 1856, a military command, and a railway station (Oude and Rohilkund line), *viâ* Cawnpore, on East Indian Rail, 42 miles north-east of Cawnpore, 151 miles from Allahabad, 781 miles from Calcutta. Population, 261,305. Large dâk bungalow; Cantonment; Hill's, Lochner's, and other Hotels. St. John's church, American and Roman Catholic churches, college at La Martinière; library, three hospitals, three branch banks; *Oude Gazette* office; several English shops and schools; Chinka and other bazaars; lunatic asylum; good barracks, with workshops and gymnasium attached; central prison. Drives

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in Wingfield Park, near Muchee Bawn Fort (a magazine), and the Horticultural Society's Gardens. The Canning College, founded 1864, is partly supported by a yearly grant of £2,500, and by the native Talukdars. There is a Native "Reform" club here, with twenty printing presses (seventeen in the vernacular); and a museum in the Martinière College. An extension of the rail to Byram Ghat, on the River Gogra, was opened 1871. Engineers say the place wants the protection of fortified works.

This is a Mahomedan city of modern date, founded 1775, by the Vizier-King of Oude, Azoof-ood-Dowlah, on moving from the old capital of Fyzabad; and is a picturesque collection of domes, pillars, and spires, 4 miles long, on the rich plain of the Goomtee, 300 feet above the sea. There are five bridges; one is of stone (1780); one of iron, brought from England; and one, the oldest, of boats; with some long, wide streets, as the Chinka bazaar, or Chinese market, and the Hazanabad, and others. When the mutineers broke out here, 30th June, 1857, the English, under Sir H. Lawrence, the Resident (brother of Lord Lawrence) retired to the Muchee Bawn, or old fort, an untenable post, from which they went to the Residency, 1st July. Lawrence was killed by a shell on the 4th, and his successor, Major Banks, on the 21st; after which the defence was continued by Sir H. Inglis, till relief arrived from Cawnpore, on 25th September, under Outram and Havelock. Havelock, after fighting his way to Cawnpore, had previously attempted to bring relief in August. On 26th September the entrenchments were stormed, with the death of Gen. Neill. On 24th October, Havelock died of cholera, at the *Alumbagh*. Lord Clyde appeared on 3rd November, rescued the English survivors, and retired on the 20th, to return in March, 1858, for final operations. On 9th March the Martinière was carried; on the 14th the Imaumbarra and Kaiserbagh were stormed; and the city was finally recaptured by 19th March. It is to be fortified according to a plan of Lord Napier of Magdala. The Residency is now a ruin, close to the Cemetery, in which are the graves of Sir H. Lawrence (who had been designated for Governor-General, and "who tried to do his duty"), Gen. Neill, and Major Banks.

The *Kaiserbagh*, or "Cæsar's garden," one of the sights here, now occupied by civil servants, was built 1850, for £800,000, by the ex-King, Wajid Ali Shah, who called himself Cæsar, and was deposed 1856, on the annexation of Oude, and pensioned at Calcutta. It is a gorgeous heap of domes, spires, courts, terraces, and fountains, showing marks of the war of 1857, when it was stormed and plundered; and contains a Gate, having the double fish, or the family arms on it; the Badshah Munzil, or favourite apartments of the "great king;" the Chundiwalli Barndarri, once paved with silver; the Luckee gate (which cost a *lac* of rupees, £10,000); and other noticeble objects (see Russell's *Diary in India* for an account of the looting). Near this are the Kaiser Pusana, where the English prisoners were executed; Chutter Munzil, a harem, now turned into a club house and offices, and looking with its umbrella domes like a "handsome wedding cake" (Matheson's *England to Delhi)*; an engine house, where 400 Sepoys were burnt in the fight; the Motee Mahul, or arena for wild beast matches, built by the Vizier, Saadat Ali, now a school; Khoorsid Munzil, or "house of the sun," with four spires, where the divisional commanding officer lives; and the Tara-wallie Kothie, or Observatory, built by Colonel Wilcox for the late king, now a bank.

Another remarkable pile is the *Imaumbarra*, dedicated to Azoofud Dowlah, styled a "cathedral" by Heber, at his visit, 1824, now turned into an arsenal and storehouses. It is a picturesque series of courts round a central court, all of tesselated marble, in the Saracenic style; and has a great Hall, 167 feet long (strewn with broken mirrors and ornaments, 1858); and a gilded gate, the Roome Durwaza, on the side towards Constantinople, or *Room* (Rome), as the Orientals call it. There was a silver throne here. Near it is the great mosque, *Jumma Musjid*, 150 feet high (a good point of view), now turned into a jail; also the Hoseina-bad, or small Imaumbarra, and its mausoleum of Mahomed Ali Shah, the third king (died 1841), whose unfinished mosque is seen. Another point of view is the *Martinière College*, a fantastically-ornamented building, topped by a dome and four towers, built by Claude Martin, a Frenchman, who entered the Company's service as a trooper, and died a rich general, 1800, leaving his money for educational uses. It has marble floors, a labyrinth of small rooms, a museum, and the founder's richly-ornamented tomb at the top. In and round

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the city, within 2 or 3 miles, are the Secunder Bagh, a palace of the Begum Huzat Mahul, stormed 1858, when Captain Hodson was killed; and the Nuzeef Ashruf, the tomb of the first vizier (marked by a white dome), both near the Goomtee and the horticultural gardens; also the tomb of the second Vizier, Saadat Ali, under a high dome and galleries; and his half Italian-looking country seat of *Dilkoosha*, or, "heart's delight," with its gilt towers and park. It had a menagerie for elephants, tigers, &c.. and was Lord Clyde's head-quarters, Wingfield Park contains some deer, and pleasant carriage drives. The Race stand is near the cantonments. At *Alumbagh*, or Queen's garden, where Outram fixed his camp, is the grave of Havelock (1857). The soil round Lucknow is some of the richest and most thickly populated in India, producing rice, cotton, opium, hemp, fruits, and timber, and affording excellent sport.

Lullutpore, a deputy-commissionership, in Jhansi district, North-West Provinces.

Maharajpore, or "Kingstown," in Rajpootana, 15 miles north-west of Gwalior; where the Contingent, led by the Tara Baee, or Queen Mother, was defeated by Sir H. Gough, December, 1843, after a bloody fight. Havelock was on the staff.

Maldah, a district in Bengal; 190 miles north of Calcutta, 30 miles from Rajmahal (East Indian Rail), on the Mahanunda, near the Ganges. It is ill-built and dirty, with some mosques, silk factories, and twenty indigo plantations. Population, 5,300; of *English Bazaar*, 13,000. *Gour*, a ruined place near this, was a large city before the Ganges altered its course, two centuries ago.

Malwa, or **Holkar's Territory,** in Central India; a leading Mahratta State, having for its capital, *Indore*, the seat of the Residency, 13 miles north of Mhow. The country is 1,500 to 2,000 feet above sea. Much opium is raised by native growers, and exported through Bombay; also sugar, tobacco, and safflower. Dye stuffs are made.—See **Indore.**

Mandalay, the capital of the *Burmese Kingdom*, up the Irawaddy, 250 miles from Prome (in British Burmah). A political Agent and several merchants reside here; and a court was opened, 1869, for civil causes between the English and Burmese. Steamers of the Irawaddy flotilla down to Rangoon in seven days, and up to Bhamo in two days. The route upwards, alongside the river, is suitable for carriages or rail, and offers the best route into China. In 1868, Major Sladen, the Agent, headed an expedition into Yunan, *viâ* Bhamo and Sanda; which reached Momein, 300 miles distant, over the frontier of Upper Burmah, at the river's head, in the Shan and Panthay states. The Agent was carried up by the "Rangoon," the first steamer ever seen on the river. An assistant Agent has been appointed at **Bhamo,** to which the Chinese and Shan dealers come with silks and furs. The late official, T. T. Cooper, "Tan Koopa," author of *Travels of a Pioneer of Commerce*, was murdered, 1878. In 1871 he ascended the Yang-tze Kiang, from Hangkow, proceeding through China, up to near the Indian frontier; where he was stopped and obliged to return to Shanghai. Talifoo, the capital of the Mahomedan state of *Yunan*, was taken by the Chinese, 1873, and many thousands massacred. Their Sultan, Suleiman, poisoned himself. Here Col. Browne's mission started, 1875, followed by the murder of Mr. Margary 12 miles from Manwine. Karenee is on the Toangoo frontier.

Mandla.—See **Mundla.**

Manipur, a native state on the Burmah frontier, in the Nagar Hills, 6,000 feet high, near Kohima.

Marble Rocks.—See **Jubbulpore.**

Marri, a sanatarium, in the Punjab.

Martaban, in Burmah: an assistant-commissionership, in the Gulf of Martaban, opposite Moulmein, and the first place taken, 1852.

Marwar, the largest of the Rajpootana states; with a capital at *Joudpore*, the seat of an Assistant Agency, 350 miles south-west of Delhi. Many of its villages were depopulated by the drought of 1868-9, when one million persons (two-thirds of the whole) fled from the country. Its wide plains were deserted, and all the animals disappeared. It signifies the "up land."

Mattra.—See **Muttra.**

Maunbhoom, Manbhum, in Chota Nagpore, Bengal: an assistant-commissionership and military post, with a sudder station at *Purooliu*, 60 miles south-west of Raneegunge (East Indian Rail), and 180 miles west-north-west of Calcutta, on

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River Coosy (Khasai). Cantonment, government school, and jail. Hilly (3,410 feet in some parts), and forest, with rice, cotton, tobacco, sugar, tea, shellac, and coral. Bison, elephant, bear, &c.

Meean Meer, or **Mian Mir,** in the Punjab: a cantonment, and railway station (Punjab Rail), 6 miles from Lahore, on the River Ravee; with two churches. Population, 14,000. Here the sepoys, ripe for mutiny, were disarmed, 1857, by the English artillery and the 81st regiment. It was done with consummate skill; and "if by a first blow a battle was ever won, the battle of the Punjab was fought and won that morning by Sir R. Montgomery, Mr. Corbett, and Col. Renny" (Kaye's *Sepoy War*). Rail open to Peshawur, by way of Jhehun, Wuzzeerabad, Rawal Pindee, and Attock; with branches to Kohat, &c.—See **Peshawur.**

Meerut, or **Mirat,** in North-West Provinces: head of a revenue circuit, a divisional command, head-quarters of artillery and engineers, and a railway station (East Indian Rail) on Delhi and Meerut branch, 40 miles from Delhi. Population, 99,565. Large Cantonment for the troops (including cavalry lines, &c.); noticeable as the one where the *Mutiny* first broke out, Sunday evening, 10th May, 1857, among the Bengal sepoys of the 11th and 20th regiments, who released the prisoners and killed Colonel Finnis. It is cold in winter, and up to 140° in blazing summer, when cholera sometimes appears. Kunkur, or chalky lumps in clay, is found in the Jumna; mica sand in the Ganges. St. John's large church, built 1821, soldiers' chapel, Church Missionary church, Scotch and Roman Catholic churches; theatre, on the course or drive; government schools, hospital, military prison; three hotels, banks, and several English shops; office of the *Mofussilite Press.* It stands on the Kalee Nuddee, on a plain 820 feet above sea, between he Jumna and Ganges, in sight of the Himalayas, 113 miles from Dehra Doon, 266 miles from Simla. Two bridges cross the river; one built by the Begum Sumroo, a Nautch girl, married to a German, Walter Reinhard, or Summers (Sumroo), a Company's soldier, who afterwards obtained a jaghire here. She died 1836. The government stud is at *Hauppur,* 30 miles. To Moradabad is 80 miles.

Mehidpore, or **Mahidpore,** in Indore, Central India: a political Agency (including *Pertaubghur,* in Rajpootana), and Military Post, 60 miles north of Indore, 95 miles from Neemuch, on the Chumbul, or Sipra. Jaora is the nearest station. Here Sir T. Hislop defeated the Holkar Mahrattas, 1817, Sir J. Malcolm being Agent at the time. General Penny was buried here, 1858. Barracks here.

Mergui, in Tenasserim, Burmah: a deputy-commissionership, military post, and port, on the Bay of Bengal, 550 miles south of Moulmein. Roman Catholic church and hospital. Population, 50,000. Burmese, Chinese, Malays, &c. The Mergui, or Salonese Archipelago, numbers about 2,000 islets and islands. Trade in fish, tin, tortoise shell, rattans, and oil. The country is rich in *tin* ore, not worked.

Meywar, or **Mewar,** in Rajpootana, Central India: a native state, having *Oodeypoor* for its capital, and the seat of an assistant Agency. The Bheel corps are at *Mhairwarra,* about 100 miles north.

Mhow, or **Mau,** in Indore, Central Provinces; a divisional command and cantonment, 13 miles south of Indore, on the Indore branch of the Great Indian Peninsula Rail, 426 miles from Bombay, in a healthy spot, 2,020 feet above sea. It stands under the north side of the Vindyan Hills, near the source of the Ghumbi and Chumbul, not far from the border of Bombay Presidency; and has a church, library, theatre, and well laid-out cantonments; good sport. Here Colonel Platt and other officers were killed by the mutineers, 1857. It became the head-quarters of Sir H. Rose. *Mundlaisir* is a fort and deserted cantonment, on the Nerbudda, 30 miles, passing over the Jam Ghaut in the Vindhyan Hills. Mhow to Neemuch, 161 miles, with Bungalows all the way; to Gwallor, 306 miles; Hushangabad, 148 miles; Kamptee, 296 miles.

Midnadpore and **Hidgelee,** in Bengal: a civil and military station, 70 miles west of Calcutta on the Khasai, or Coosy; with a sudder court at *Tumlook.* A church; vernacular and mission schools; hospital; jail; salt agency; and indigo works in the neighbourhood. Rice and fish are the chief diet. The scheme for the projected canals to

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Balsore and Cuttack, in Orissa, has been bought by the government. Population, 33,560.

Mirzapore, in North-West Provinces: a civil and military post, commercial centre, and railway station (East Indian Rail), on the Ganges, 608 miles west-north-west of Calcutta, 45 miles from Benares, 54 miles from Allahabad, 886 miles from Bombay. Population, 56,880. A Gothic church; London Missionary Society's chapel, schools, and printing office; hospital. Steamers on the river; bullock trains; goods and transit companies' offices. Cantonments, in a peninsula near the Ganges; Kutha Tonsie bridge. Mirzapore, or "Prince's Town," is a bustling place, 3 miles long, conveniently situated for trade, among pleasant gardens and woods. It has some good streets, many handsome ghauts down to the river, several mosques and temples; and numerous villas for the resident bankers, agents, and dealers in shellac, lac-dye, indigo, shawls, piece goods, cotton and brass articles, which are among the staple articles of commerce here. It has declined since the railway was opened. Here Captain Sir W. Peel and his Shannon brigade defeated the sepoys. The office of Superintendent of the domains of the Rajah of Benares is here. At *Tarah* (6 miles), is a waterfall, 60 feet high, during the monsoon, made by a stream from the hills. Iron mines at Lalgung (16 miles). Mirzapore and Rewah are said to be rich in minerals.

Mohumdee, in Khyrabad division of Oude, North-West Provinces: a deputy-commissionership, with a civil station at *Luckimpore*, 30 miles north of Sectapore.

Monghyr, or **Mongheer,** in Bengal: a district and railway station (East Indian Rail), 297 miles north-west of Calcutta, on the Ganges. Steamers up and down. Church; Baptist mission schools, and Roman Catholic chapel; government school; hospital; resident bankers and traders; and several markets. Hardware, palankeens, furniture, bird-cages, work-boxes, spears, and native double-barrel guns, rifles, and cutlery, are made. Population, 60,000. A picturesque-looking town, at a beautiful point of view, on a wooded lime-stone ridge, within a fortified wall, 4,000 feet by 3,500 feet, founded by Shahjehan's son, Sultan Shooja, 1660; containing remains of his palace, black marble mosque, and well; the tomb of Peer Shah Lohouni; three large tanks; government offices; and some Hindoo temples. Here the river is wide, and the scenery very rich; sugar, indigo, opium, and cotton are grown; iron is found. A bund, or embankment, lines the opposite bank. It was the head-quarters of the Lieutenant-Governor Sir R. Temple, in the famine of 1874. At *Seeta-coond*, 5 miles, is the "Well of Seeta," or Sita (the heroine of the *Ramayana*), a hot-spring in the limestone, with a temperature of 160°, much frequented by pilgrims. The Kerkarya or Khagaria-kapar tunnel is 900 feet long, through hard rock. Jehanjeerah, or *Jungeera*, below the town, is another place for pilgrims and fakeers, with temples and pagodas to Naryan, on a rock of red granite.

Montgomery, a station on the Punjab Rail, 103 miles from Lahore; named after Sir R. Montgomery, sometime Lieutenant-Governor.

Moodkee, in the Punjab, 26 miles south-east of Ferozepoor; where Lord Gough defeated the Sikhs, 18th December, 1845, and Sir R. Sale, "fighting Bob," was killed.

Mooltan, Multan, or **Mallithan,** in the Punjab: a Commissionership, military command, and railway station of Punjab line, 208 miles from Lahore, 612 miles from Kurrachee, in Sinde, *viâ* the Chenab and Indus, past Hyderabad, &c., 1,445 miles from Bombay. Population, 68,675. Church, church mission; zillah school; hospital; central jail; bazaars, with several English shops and bankers. Fruit and vegetables abundant. A large old town, with a very hot climate, on a raised mound 3 miles from the Chenab, among ruins of mosques, tombs, and shrines belonging to an earlier city, supposed to be the site of *Malli*, taken by Alexander the Great. It has a hexagon brick wall, with 30 towers in it; the Khan's old palace, and a tall mosque; with a beautiful Mausoleum to Sham Tabreezi, a Muslim martyr, outside the walls. It was taken by Runjeet Singh, 1818; and by General Whish, 1849, subsequent to the murder of Mr. Vans Agnew and Lieutenant Anderson, by the Moolraj, and his defeat in two battles by Lieutenant (afterwards Sir Herbert) Edwardes. A pillar at the cantonments is dedicated to those who died in the Sutlej and Punjab campaigns. Silk goods, shawls, and brocades are made, with glazed tiles like the Dutch. The Indus Valley line starts from a point 6 miles

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west of the Punjab Rail; and passes down the river to Shoojabad, Bhawulpore, Sukker, and Kootree, to Kurrachee, on the metre gauge of 3ft. 3⅜in. It is good for consumptive patients till March; then up the Chini Hills.

Moorshedabad, in Bengal: a district, and the old capital of Bengal, and seat of the deposed Nabob Nazim (*i.e.* the Administrator), close to the Ganges, 125 miles north of Calcutta, near Azimgunge station, on the Government line, which is 27 miles from Nulhattee, on the East Indian Rail. Population, 33,825. Clive, when he took it, 1757, after the defeat of Suraja Dowlah, at Plassy, styled it the "London of India." Here he found the treasury full of gold, silver, and jewels, helped himself and his friends to three-quarters of a million, and sent a large sum of prize-money to Calcutta. It stands on the Bhagrutee branch of the Hooghly, and includes the suburb of Mahingar; the Nabob's (or Nawaub's) old palace, built by Alyverdi Khan; and the new *Palace*, an extensive white pile of domes and spires, among beautiful groves; the Nizamut college and school; and a hospital. Trade in indigo, silk, &c. The titular Nabob, Moonsoor Alee Khan Feradoon Jah, has a pension of 6 lacs; he is a descendant of Meer Jaffir, of Clive's time. Here the Lieutenant-Governor held a great durbar of the principal Muhammadans of Rohilkurd, November, 1871, and made a speech inviting them to be friendly with the Hindoos. He quoted the Persian poet, Saadi:—

> "The sons of Adam are members one of another,
> Framed by the Creator from one common essence."

In 1872 the Hindoo festival of Ramnumi fell at the same time as the Muhammadan Mohurrum, and a collision occurred. The two festivals will not come together again till 1905. *Berhampore* is the chief town.

Moozufferнuggur, or **Muzaffarnagar,** in North-West Provinces: a civil, and railway station, on the East Indian Rail, 75 miles from Delhi, and 35 miles from Meerut. Hospital and police cantonment, with a reformatory for the Bowria tribe. Population, 42,460. It is a very rugged country up to Cashmere.

Moradabad, or **Muradabad,** in Rohilkund, North-West Provinces: a civil and military station, 75 miles east of Meerut (East Indian Rail), on the Ramgunga, 700 feet above the sea. Population, 67,390. Founded by the Rohilla Afghans, and has a paved street, 1 mile long; a large serai; a Collector's quarters protected by a rampart, built by Mr. Leicester, who held it against Holkar, 1817; church and American mission; and cantonment. Mr. C. Wilson, the judge here in 1857, was cited by Lord Canning as having saved more Christian lives than any man in India, through his courage and perseverance during the Mutiny. To Meerut, 80 miles; Bareilly, 60 miles; Nynee Tal, 63 miles; Kaleedongi, 50 miles.

Morar, a cantonment, in Central Provinces, near Gwalior. The Gwalior Camel Corps are here; with new barracks in an extensive native Fort of ancient date.

Moulmein, or **Maulmein,** in Burmah: seat of the Commissioner of Tenasserim, and a port 30 miles from the sea, at Amherst, at the junction of three rivers (Salween and two others), on the Bay of Bengal, 800 miles south-east of Calcutta; with decreasing forests of teak timber behind it. Population, 53,110. The district is now divided into two—Moulmein and Amherst. Taken from the Burmese, 1826; and has dock and shipyards, custom house, bank, jail; English, Burmese, and Roman Catholic churches; American Baptist mission; government and mission schools; the mission printing offices; a Pagoda, 200 feet high; public library, and hospital. Several timber and general merchants are resident. It is well drained and healthy; hot, February to April; and rainy, May to October. Pagodas are seen on the hills around. Steamers to Rangoon and the Straits. A lighthouse has been built at Double Island. On the Upper Salween (outside British territory) are the White and Red Karens, two hostile tribes, so called from their *white* tunics and *red* turbans.

Mount Abu.—See Aboo.

Mozufferpore, in Tirhoot district, in Bengal; a sudder station, 40 miles north of Patna, or 55 miles from Barrh Ghat, by Tirhoot Rail, under the Nepal Terai; with a church, Lutheran mission, government school, dispensary, resident native bankers, &c. Population, 38,230.

Mundla, or **Mandla,** in Central Provinces: a deputy-commissionership and military station, 55 miles south-east of Jubbulpore (Great Indian Penin-

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sula Rail), on the Nerbudda. Population, 4,200. About 70 miles east is *Omercuntuc*, *Ammerakantak*, or *Ummerkuntuk*, near a pilgrim Temple, at the source of the Nerbudda, on a table-land, 4,000 feet above the sea, in a wild jungle country, little known. The head of the Son, or Sone, lies to the north of it.

Mundlaisir, the capital of Nimar, Central Provinces: a political Agency, and a cantonment, 30 miles south-west of Mhow, on the Nerbudda, 600 feet above the sea. The river is two-thirds of a mile wide in the floods. Within 20 or 30 miles are the Jam Ghat, in the Vindhyan Hills, and the ruins of *Nalcha*, and of *Mandoo*, the old capital of the kings of Malwa. Good tiger hunting.

Munglepore, or **Mungulpoor,** in Beerbhoom district, Bengal: a civil station, with coal and stone works round it.

Muneepore, Manipur, or **Munnypoor,** in Bengal, on the eastern frontier, between Assam and Burmah: a political agency, and military station, 70 miles east of Silchar, 350 miles north-east of Calcutta, on the River Naukatha Khyoung. Cantonment. It is the head of a native state belonging to Rajah Kirlee Chunder Singh. To the west are the Naga Hills, inhabited by the Kookies, and covered with thick jungle.

Murdan, in Central Provinces; a cantonment, 14 miles from Etawah. Guides corps here.

Murree, in the Punjab: an assistant-commissionership, and sanitary depôt, 50 miles south of Abbottabad, 40 miles from Rawul Pindee (Peshawur Rail), between the Indus and Jhelum, 7,330 feet above sea. Barracks, bank, church, chapel, Powell's hotel, and several shops. English and tropical fruits.

Muscat, an Agency, on the Persian Gulf.

Mussoorie, in North-West Provinces: a Himalaya sanatarium, near Landour and Dehra Doon, 56 miles from Seharunpore; 110 miles from Meerut and Umballa; where several retired officers and invalids live, 6,280 feet above the sea. The Himalaya range, 23,000 feet high, Dehra Doon valley, Siwalik Hills, and the great plain below, are in view. Besides the *Himalaya Club*, founded 1842, with its apartments for members—here are about 150 houses for residents, perched on different points; good shops, bank, brewery (for beer from English hops), hotels, library, church, chapel; grammar school, Roman Catholic college, and botanical gardens. Vegetables, fruit, and provisions are cheap and abundant. The Doon breeze, or south wind, blows from 10 to 7 daily. Elk, ghooral, and other deer are hunted. At Gangootra (*i.e.* Cow's Mouth), 170 miles from this, a Temple marks where the Ganges issues from a glacier 13,000 feet high. Derali was given by the Rajah of Gurwhal to Wilson Sahib, an Englishman and shikaree, much liked by the people.

Mutlah, in Bengal, on River Mutlah, near *Port Canning*, a new place, at the terminus of the Calcutta and South Eastern Rail, 28 miles south-east of Calcutta. The water here being deeper than in the Hooghly (which is filling up), the construction of a new out-port to the metropolitan city was begun by a company; but, after three-quarters of a million had been spent, the works were stopped on account of malaria and want of funds.

Muttra, Muthra, or **Mattra,** in North-West Provinces: a civil and military station under Agra, 36 miles N.W. of Agra, on the Jumna, and the loop line, in a healthy spot, good for sport. Population, 47,485. An old Hindoo city (supposed to be the *Methora* of Arrian), much venerated as the birthplace of Krishna, and therefore pillaged by Mahmood of Ghizni, 1017, who robbed the gold and silver idols of their diamonds and rubies. Here are a bridge of boats, brick houses, cantonments, Holi Bazar, church, Baptist mission school, hospital; with remains of Jey Singh's fort and observatory; Aurungzebe's tall mosque, with its glazed minarets; and a gilt temple, built by the treasurer of Gwalior, besides some beautiful carved stone Temples. Many wealthy natives and bankers live here. At *Bindrabun*, 6 miles up the river, are Hindoo temples. At *Goverdhun*, 15 miles, are the fine tombs of the Jat Rajahs, of Bhurtpore; whose beautiful Palace is at *Deeg*, 9 miles further, where Gen. Fraser defeated Holkar, 1804.

Myan-oung, in Pegu, Burmah: an assistant-commissionership, and military post, 100 miles north-north-east of Bassein, up the Irawaddy. Population, 5,600.

Mymensing, in Bengal: a district near the Brahmapootra, with a sudder station at *Nusseera-*

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bad, 280 miles north-east of Calcutta, 100 miles from Kooshtee (Eastern Bengal Rail), on the River Sootee. Population, 10,100. It has a church, hospital, government schools, and jail: with some indigo and jute works. The coal mines at Doorgapore belong to the Rajah of Soosong. *Jumalpore*, 32 miles off, is a sub-station; population, 14,400.

Mynporee, Mainpuri, or **Minpuri,** in North-West Provinces: a civil and military station, under Agra, 110 miles N.W. of Cawnpore, 72 miles E. of Agra, on the River Esun, 620 feet above sea. Population, 20,240. A walled town, containing a large jail, a Jain temple, and remains of the Rajah's palace, battered by Colonel Greathead, 1857; with a church, American mission, and cantonment near the bridge. Indigo and saltpetre works in the neighbourhood. Mr. C. Raikes, sometime Commissioner of Lahore, and author of the *Englishman in India*, and *Notes on the North-West Provinces*, was magistrate here.

Mysore, a chief commissionership in Madras Presidency.

Naini Tal.—See **Nynee Tal.**

Nagode, or **Nagond,** a native state and military station, in the Rewah political Agency, 48 miles from Rewah, 180 miles from Allahabad, 1,100 feet above sea. Cantonment and bazaar.

Nagpore, or **Nagpur,** in Central Provinces: a chief Commissionership, military command, and railway station (Great Indian Peninsula Rail), 520 miles E.N.E. of Bombay, 1,377 miles from Calcutta by rail (800 miles by road); 930 feet above sea. Population, 98,300. The capital of the Gondwara country, in a hollow on the River Nag, near the Peneh, or Kunhun, about 7 miles round, and so called from the race of Nags, or "snake" people, whose Rajahs became extinct, 1853, when the territory was annexed. Here are the Rajah's old stone palace, Imambarra, and fort; Scotch Free Church, schools, hospital and school of medicine; museum and library; civil engineers' school; and high school for the Hindi, Marathi, and Oorya languages; branch Bank of Bengal; asylum; and the Sukhi Dareb gardens, under the Setabuldee Hills, where General Doveton defeated the Rajah Affa Sahib, 1818. The Residency is on the *Setabuldee Hills*, a ridge 1 mile distant, about 300 yards long; near the Residency and the Empress Hotel, and the Mahomedan cemetery. Cantonments here, and at *Taklee*, 2 miles; Kamptee, 9 miles; and Chanda. At *Kamptee*, the principal one, there is a church; the cantonments having been moved hither from a less healthy site at Nagpore. Trade in opium, hemp, and in *cotton*, for which this is a great market. Empress weaving and spinning mills. The prevailing black soil of the district is extremely favourable to the staple, usually called "Hingunghat," from a station on the Wurdah State rail, near the Chanda coal-field. Sugar cane from Tahiti has been tried. A new dam, 1,870ft. long, 98ft. high on the average, incloses an irrigating reservoir on the Kunhun, or Kanhan; and supplies a canal running to Nagpore and Kamptee. *Roads*—To Chindwarra, 78 miles; Hoshungabad, 175 miles; Raipore, 177 miles, *viâ* Sackolie, &c., in a good country for tigers, buffaloes, &c.; Jubbulpore, 166 miles; Chanda, 96 miles. *Poolgaon*, or *Kowta*, on the rail, is a depôt for the Arvee and Deolee cotton.

Neemuch, in Gwalior, Central Provinces, 159 miles north-north-west of Indore (Rajpootana rail), 370 miles south-west of Delhi: seat of a political Agent, but in the Bombay military command, on a healthy plain, 1,500 above sea. The cantonments, fort, and church (formerly the head-quarters of Sir D. Ochterlony) were destroyed by the sepoys, 1857; it was re-taken by Brigadier Stuart. At *Mundesoor*, 31 miles south-east, the treaty of 1818 was concluded with Holkar after his defeat at Mehidpore. To Mhow is 155 miles; to Jyepore, on the Rajpootana Rail, 237 miles, through Ajmere; to Joudpoor, 196 miles; thence to Jesulmeer, 162 miles; to Bhilsa, 283 miles; thence to Saugor, 73 miles.

Nepaul, or **Nepal,** a native Hill state, under the Himalayas, on the north frontier of Bengal, between Kumaon and Bhotan; having *Khatmandoo* for its capital and seat of the Residency, 100 miles west-south-west of Darjeeling, and 100 miles north of Monghyr. It is regulated by treaty made after the war of 1814-15, by Lord Moira and Sir D. Ochterlony. *Khatmandoo*, on the River Bishnutty, has a population of 50,000, with the Residency, and the palace of the Maharajah, who succeeded 1881, and whose

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family dates from 1767. The late minister, Maharajah Sir Jung Bahadoor, G.C.B. and G.C.S.I., who sided with the English in the Mutiny, died 1877. The *Terai* is a marshy tract next to the frontier, covered with forest and jungle, in which elephants, buffaloes, tigers, monkeys, the rhinoceros, &c., are found.

Nerbudda, or **Narbada River,** rises in the Central Provinces, and runs west, between the Vindhyan and Satpura Hills, to the Gulf of Cambay; past Nimar and Broach, and through the Khandesh and Gujrat cotton districts, where the rainfall is 30 to 50 inches. It drains about 34,000 square miles. The rail crosses it by a viaduct on iron tubes.

Nicobar Islands.—See **Andaman Islands.**

Nimar, or **Neemaur,** a native state, in the Indore agency, Central Provinces; having for its capital *Mundlaisir*, 30 miles south-west of Mhow, on the Nerbudda. *Neemawur*, another town, is 100 miles higher up the river.

Noacolly, or **Noakhally,** in Bengal: the chief town of Bullooah district, near the east mouth of the Ganges, 200 miles east of Calcutta, 60 miles north-west of Chittagong. A government school, Roman Catholic church, and jail. Ferry to Burrisol.

Noorpoor, in the Punjab: a cantonment, 30 miles west-north-west of Kangra.

North-East Frontier, on the Bengal side, where Assam, &c., touch China and Burmah; under a Commissioner. Here are the Duffla, Mishmi, and other hill tribes.

North-West Frontier, on the borders of the Punjab.

North-West Provinces, a lieut.-governorship, first formed 1803; taking in Rohilkund, Oude, &c., in the upper part of the Ganges and Jumna; divided into the commissionerships and districts named at page 386. Allahabad, 630 miles from Calcutta, is the seat of government; and other towns are Agra, Lucknow, Cawnpore, and Benares. The first settlement here was made by Akbar on the village system. Population, 44¼ millions, in 105,000 villages and 300 towns. In 1880 it was overrun by "millions of field rats."

Nowgong, in Assam, Bengal: an assistant-commissionership and military post, on the Killinga branch of the Brahmapootra, about 400 miles north-east of Calcutta, among tea plantations above Gowhatty. Here are an American Baptist mission and orphanage, several government vernacular schools, and a hospital. Population, 3,000. *Golah Ghat*, 100 miles further, the residence of a sub-assistant commissioner, has tea plantations and a market for cotton and rice.

Nowsherah, in the Punjab: a cantonment on Cabool river, 20 miles north-west of Attock, 30 miles from Peshawur.

Nuddea, or **Nadiya,** a district and head of a revenue circuit, with a sudder court at *Kishnaghur*, 64 miles north of Calcutta, on the Hooghly, near Eastern Bengal Rail, among several indigo works. Population, 9,000. Church at Solo; hospital, jail and old Brahmin college. Maharajah Sutteesh Chunder Rai, a resident, is a descendant of the first Rajah, seated here 1202. There are Church mission stations at *Santipore* (population, 28,700), 12 miles, where many Goswani priests or worshippers of Vishnu live; and at Kapasdangah, Chupra, and Bollopoee. *Plassy*, where Clive gained his victory, 1757, is in this district.

Nursingpore, or **Narsinhpur,** in Central Provinces: a cantonment and railway station, on the Nerbudda, 60 miles west of Jubbulpore (Great ndian Peninsula Rail). Population, 10,000.

Nusseerabad, in Ajmere, Rajpootana: a station on Rajpootana State Rail, and seat of a divisional command, 14 miles south-east of Ajmere, 246 miles from Agra, on a hot sandy plain, 1,500 feet above the sea, near the Ajmere Hills. So called from *nasir* (defender), in honour of Sir D. Ochterlony, whom Shah Alum created a Nasir for his defence of Delhi against Holkar, 1804. Population, 17,000. The cantonments, theatre, &c., were ravaged by the sepoys, 1857, and re-taken by Brigadier Stuart. The garrison escaped to the Fort at *Nyanuggur*, as below. Another cantonment at Deolee.

Nusseerabad, in Mymensing, Bengal: the sudder court of the district, on the Brahmapootra 280 miles north-east of Calcutta.

Nyanuggur, or **Beawur,** in Ajmere, near Nusseerabad (as above): an assistant-commissionership, and head-quarters of the Marwar

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Local Battalion, where the Society for the Propagation of the Gospel have a church.

Nynee, or **Naini Tal,** in Kumaon, North-West Provinces: seat of the Commissioner of Kumaon and Gurwhal, and a sanatarium for Oude, &c., in the Himalayas, 22 miles south-west of Almorah, 63 miles from Moradabad, 76 miles from Bareilly, 6,410 feet above the sea. Here, near a beautiful lake, are houses for invalids, a convalescent depôt and hospital for soldiers, hook club, church and American mission. A few years ago a landslip (after 25 inches of rain in 24 hours) carried away the Hotel, Assembly Rooms, &c., and killed 38 persons, including Colonel Taylor, Assistant Commissioner. Government tea plantations and two iron-works belonging to a company. About 30 miles north of this is the military sanatarium of *Ranee Khet*, with *Badrinath*, or Holy Mount (at the source of the Ganges), and Tresool, a Himalaya peak, 18,000 feet high, in view.

Oodeypore, Odeypur, Oodeepoor, or **Udaipur,** in Meywar, Rajpootana: an assistant Agency, and a walled town, 150 miles from Deesa, 350 miles south-west of Agra, in a valley of the table-land, 2,065 feet above the sea. Population, 38,215. It stands on a ridge, near a lake 3 miles in circuit, surrounded with temples and mosques; and has a fine stone Palace of the Maharana, who is of the highest rank and the most ancient in descent of all the Rajput princes. The town overlooks the Valley below, which is 30 miles from end to end, and 10 miles broad. A church here. After the great famine of 1661, a marble *Bund*, of a richly ornamented character, was built at the cost of a million sterling, across a stream in the hills, by Rajah Sing, making the artificial lake just mentioned. The Granaries are also kept fully stocked. A famous shrine of Krishna at Nathdwara. Colonel Tod tells the story of the beautiful Krishna Komari, who was poisoned by her father to save her from her rival suitors.

Oojein, Ujjen, Owjain, Ujjain, in Scindia's or the Gwalior Territory, under the Indore Residency, on the River Seepra, 1,670 feet above the sea, 40 miles north of Indore, 37 miles by rail from Fatiabad. Population, 32,933. A walled town, in a belt of gardens, 6 miles round, containing the Maharajah's Palace and ruined fort; several Hindoo temples and four mosques; and the *Observatory*, built by Jey Singh, Rajah of Jeypoor, through which the first meridian of Hindoo astronomers is drawn. Outside are remains of the old capital of Malwa, and an unfinished palace, 5 miles north, on the Seepra. Trade in cotton, opium, pearls, and diamonds.

Oomrawuttee, Amravati, or **Amraoti,** the capital of East Berar, Nizam's Dominions: a deputy-commissionership, on the River Mandinee, and a railway station, 7½ miles from Badnera, 419 miles from Bombay, on Great Indian Peninsula Rail, by a branch opened 1870, and worked as a State line. Population, 23,550, including many wealthy merchants. A large trade in cotton is done; and here some valuable *Buddhist sculptures*, now in the Calcutta and India museums, were found.

Oonao, in Oude, North-West Provinces: a deputy-commissionership, military post, and railway station (Oude and Rohilkund Rail), 9 miles east-north-east of Cawnpore, 33 miles from Lucknow.

Oorcha, or **Tehri,** an ancient native state in Bundelkund, beyond the River Betwa.

Orissa, or **Orisa,** a commissionership about Cuttack, on the Bay of Bengal, near the delta of the Mahanuddy, or Orisa coast; acquired 1765, and so called from a tribe of Urias, or Orias, living there. Much of it belongs to the Rajah of Khoorda, including the temple of Juggernauth. It is very hot, and in the dry season of 1868-69 was so wasted by famine that one million perished out of the population of four millions. In 1865, a rice-laden ship was kept outside the bar for four months. Irrigation works are in progress. Rice and fish are the chief food. It was conquered by the Moguls, 1580. Carefu surveys of the coast were made in 1870. A *Survey of Orissa* has been published by Dr. Hunter, Director-General of the Statistical Survey of India. Poor coal is found at Talcheer.—See **Balasore.**

Oude Province, between North-West Provinces and Nepal: a Lieut.-Governorship annexed by Lord Dalhousie, 1856, divided into four commissionerships and twelve districts; and watered by the Goomtee, Gogra, and Ganges; with a population of 566 to

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the square mile. That of Belgium, the most populous in Europe, is 440. *Lucknow*, the seat of government, is 42 miles from Cawnpore. Here a succession of Nabob-Viziers and Kings of Oude reigned from 1716, till the deposition of the ex-king, 1856, followed by the sepoy revolt. He was sent to Calcutta on a pension. The Queen mother died at Paris, 1858. Fyzabad, the old capital, was the residence of the Begums, whom Hastings oppressed, 1782. The rights of the talukdars, or landed nobility, who hold two-thirds of the soil, were confirmed on annexation, 1856. Land revenue, one and a half million.

Pahbrupore, or **Palhaupoor,** a native state in Rajpootana, the seat of a political Superintendent.

Paniput.—See **Kurnaul.**

Parisnath Hills, near Doomree, on the Trunk Road, about 70 miles from Raneegunje. A sanatarium on the highest ridge in the plains of Bengal, 4,624 feet above the sea at the Buddhist temple on the top. Here are 24 Jain shrines on as many peaks, with a bazaar, &c., for the pilgrims who come here, January to March. The country is healthy and picturesque, edged with jungle, in which tigers, leopard, and bears are found. It overlooks the Damoda and Barrakur valleys.

Patna, in Bengal: head of a revenue circuit, a military post, and a railway station (East Indian Rail), 332 miles north-west of Calcutta, in a hot, dusty part of the Ganges, near the Sone. Population, 170,655. An old Mahomedan city, chief seat of the opium trade, and capital of Behar, 4 miles long; with many ghauts and granaries on the river, and houses of old families in the narrow streets. Fruit and vegetables; duck, quail, ortolan, and bears. Here are a church, chapel, Roman Catholic cathedral, and orphanage; government school, hospital, and medical school; gao'; opium agency, and government offices at the Bankipore end; also the Nabob's palace and gardens, 3 miles round; an old fort; the great Imambarra (near a large mosque and the tank), which can hold 100,000 at the Mohorrum and other festivals; several mosques and tombs, including the tomb of Shah Arzani; the Hindoo temples of *Patanadevi*, &c.; and a magazine in an old granary. This was the head-quarters of the Wahabee or Mussulman conspiracy, 1864. Formerly the English, French, and Danes had factories here; and a pillar among the tombs marks the grave of English prisoners murdered by the Nabob, Cossim Ali, 1763. Trade in opium, table linen, wax candles, toys, bird-cages, and talc pictures. Hadjeepore is opposite Patna; Sonapore and Dinapore are within a few miles. A "Famine" branch rail, opened 1873, through Tirhoot to Durbunga, has since been extended. There are nine railway stations in the district from Luckieseral to Dinapore. The Sone canal project bought, with the Orissa scheme, by government, from the East Indian Irrigation Company, is working beneficially.

Pegu, a province in Burmah, including *Rangoon*, the seat of the Commissioner, 700 miles from Calcutta; and the town of *Pegu* (population, 4,200), 55 miles from Rangoon, on the River Pegu, where an Assistant-Commissioner resides. It was taken 1824, and occupied 1852. In 1874, a treaty was concluded with Siam respecting the teak forests in the neighbouring State of Zimmay.

Pertabgurh, Pratabghar, or **Purtabgurh,** in Baiswarrah, Oude: an assistant-commissionership, and seat of a Maharawul. Population, 4,000. An old fort and cantonments, 30 miles north-east of Allahabad; on the River Sace, or Sye.

Peshawur, or **Peshawar,** in the Punjab: a Commissionership, and important divisional command, and a military station, on the Afghan frontier, 285 miles north-west of Lahore by rail, 48 miles from Attock, 12 miles east of the Khyber Pass, in the beautiful valley of the River Cabool, 1,070 feet above sea. Population, 79,985. Church, church mission, chapel, government school, and hospital. In 1875, one-third of the town was burnt by fire. Here ends the Grand Trunk Road from Calcutta, 1,423 miles long, begun 1836. The town was founded by the Emperor Akbar, and afterwards made the capital of East Afghanistan. It was taken by Runjeet Singh, who half ruined it, desecrated the mosques and tombs, built a fort and magazine, 220 yards square, on the site of the Bala Hissar, and converted a large serai into the governor's house, or Gorkhutru, a pile of buildings 250 yards square. A committee has been appointed to collect sculptures, and carvings of old buildings. About 5,000 troops are permanently stationed here to guard the frontier. In the mutiny year, 1857, when the camp numbered 10,000 natives and 2,500

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Europeans, the natives were skilfully disarmed by Herbert Edwardes and Brigadier Cotton; an operation styled a "master stroke" by Sir John Lawrence. It turned the tide; and doubtful chiefs and their levies came to the English side directly. Strong garrison works are in progress. Edwardes Gate is here. A railway from Lahore (the Punjab Northern) is laid out, on the fancy metre gauge of 3 feet 3⅜in. A commercial *Fair*, lasting a month, was established at Peshawur, 1869, for the merchants of Bokhara, Khokand, Khiva, West Turkistan, and Afghanistan. (For distances, see Introduction). *Campbellpore*, 54 miles distant, is on the Indus. The Hindoo Koosh is seen, 150 miles away. *Eusofsye* is a frontier tract.

Philibheet, or **Pillibeet,** in Bareilly district, North-West provinces: a collectorate, 33 miles north-east of Bareilly, on the River Gurra, 520 feet above sea, under the Terai. Population, 25,000. Here are government horticultural gardens, a dispensary, and a beautiful Mosque built by Hafez Rehmut, a Rohilla chief. Trade in timber, rice, and borax.

Phillour, Philur, in the Punjab; a cantonment, 8 miles north-west of Loodiana (Scinde, Punjab, and Delhi Rail), on the Sutlej, with a fort.

Pind Dudan Khan, in Rawul Pindee, in the Punjab: a deputy-commissionership and salt depôt, 110 miles north-west of Lahore (150 miles by the Salt rail), on the Jhelum, under the Salt Range, which extends from here to Kalabagh on the Indus. Population, 13,400. A government school and hospital. About 40,000 tons of salt are raised yearly.

Piplee, or **Peeplee,** in Cuttack, Bengal; 26 miles south of Cuttack, on the River Barghubee, and the road to Juggernaut. A Baptist mission here.

Plassy, or **Plassee,** in the Nuddea district, Bengal; 22 miles south of Berhampore, on a plain between the Hooghly and Bhagruttee, or Cozimbazar, near the Soobadar's country seat. Here, 23rd June, 1757, after the Black Hole tragedy, Clive, with his small but disciplined force of 750 English (including fifty sailors), 2,100 natives, and ten guns, defeated the Soobadar, Suraj-oo-Dowlah, at the head of 50,000 infantry, 18,000 cavalry, and fifty-four guns; an event followed by the acquisition of Bengal and the establishment of British rule in India. It was on this occasion that the 39th Regiment, "primus in Indis," distinguished itself.

Poonjee.—See **Cheera Pongee.**

Pooree, Puri, or **Pooree Juggernaut,** in the Cuttack district, or Orissa, Bengal: a collectorate, salt agency, and port, 50 miles south of Cuttack, 61 miles from Ganjam, 250 miles from Calcutta, on the Bay of Bengal. Population, 32,095. Here are a Government school, bungalow, hospital, salt works, old cantonments on the beach; and the famous *Temple of Juggernaut*, or *Jagannath*, or *Juggwnnath*, dedicated to Krishna, among rich groves of trees at the south end of the town; with a handsome black stone Pillar, 25 feet long, before the main gate. It was built 1198, fills a space of 650 feet square, and comprises 120 small buildings and three large Pagodas, one 190 feet high, with a grim idol in each, black, brown, and yellow. These are transported, at the March or Rath Jatra festival, to the Gondicha Hour, or country seat of the *god*, one-and-a-half mile distant, in great wooden cars, or raths, built new for the purpose, on twelve to sixteen wheels, dragged by the pilgrims, 90,000 of whom flock here. This annual movement takes three days. The Pilgrim tax, £70,000, to which the East Indian government succeeded in 1803 has been given up, and is collected by the native Rajah, a descendant of the Kings of Orissa. There are 3,000 priests, 620 attendants, and 120 dancing girls in waiting on the idols. About 20 miles north is the *Black Pagoda*, a ruin, 120 feet high, and a well known sea mark. Cool, November to February.

Port Blair.—See **Andaman Islands.**

Port Canning, at the terminus of the Calcutta and South Eastern Rail.—See **Mutlah.** The new port and harbour are a little more used. Many Parsees live here.

Prome, in Pegu, Burmah: a deputy-commissionership, a station on Rangoon rail, 163 miles north-north-west of Rangoon, on the Irawaddy, 200 miles from Bay of Bengal. Population, 28,815. A hospital; library; jail; American mission and Roman Catholic chapel; and government sheep farm. Cantonments at Thayet Myo, 30 miles up the river; and at *Meaday*, 15 miles higher, on

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the Burmese frontier, is a custom-house, with a small military force. Silk and lacquered ware are made; and cotton is largely grown in the neighbourhood.

Pubna, or **Pabna,** in Bengal: a civil station, on the Ganges, opposite the Kooshtea station of Eastern Bengal Rail, 113 miles north-east of Calcutta. Government and vernacular schools; hospital; jail; bazaar; indigo planters' club; several indigo and silk factories. Population, 16,000.

Puchmurree, Puchmuri, or **Pachmari,** in Central India: a hill station and sanatarium for the troops, on the table-land of the Sautpoora Hills, 3,500 feet high, 30 miles from Piparia (Great Indian Peninsula Rail). Hotel.

Punjab, a province and Lieutenant-Governorship, in Upper India, on the north-west border, between the Indus and Sutlej, from Delhi to Peshawur: annexed 1845 and 1849, after the first and second Sikh wars, and increased by a transfer of the Delhi territories, 1858. It comprises thirty-two districts, in ten divisions or commissionerships (for particulars see page 387), besides several tributary states. It derives its name, Punj-ab, or "five waters" (corresponding to the Greek *Pentapotamia*), from the Sutlej (ancient *Hesudrus*), Beas *(Hyphasis)*, Ravee *(Hydraotes)*, Chenab *(Acesines)*, and Jhelum *(Hydaspes)*. These five rise in the Himalayas, 12,000 feet high towards Cashmere, join their streams, and, at Mithunkote, finally run into a sixth river, the **Indus,** which flows through Sinde down to Kurrachee. The six rivers make the boundaries of five Doabs, each bounded by two rivers, viz., the Jullundur, Baree, Rechnab, Jetch, and Sinde Sagur Doabs—the last being next the Indus, where salt mines are worked, and which rises above the adjoining level. The Cutchee Hills, to the west, are covered with petrified sea shells; iron and sulphur are found.

Among the products of this thriving province are rice and other grains, sugar, jute and hemp, indigo, cotton, melons, dates, mangoes, and European fruits; coal, near Kalabagh and Talgung, on the Indus; and rocksalt, of a pure kind, in the *Salt Range* between the Jhelum and Indus, worked in mines and quarries, and exported to all parts of North India. Saltpetre and alum, with traces of iron, copper, antimony, lead, and gold (in the streams), are found in the Range. Good trout fishing in the Punah, an affluent of the Jhelum. Land revenue (1873), 2 millions. The Punjab includes 34 native states, the largest being Bhawalpore, near the desert of Thur, Chamba, and Pataodi. A Punjab Tenancy Act, projected by Mr. Prinsep and Lord Lawrence, defining the conditions of occupancy, was passed 1869. The Punjab Frontier force (36,000 men) is under the Lieutenant-Governor, exclusive of troops (12,500) in the divisional command. India has always been invaded through the Passes here. The late Lieutenant-Governor, Sir H. Durand, was killed, 1st January, 1871, by a fall from his elephant on the Tak frontier, and is buried at Dera Ismail Khan.

The Sikh tribes, under their twelve Sirdars, divided the country till they were subdued by Runjeet Singh, who reigned over the Punjab and Cashmere down to his death, 1839. In 1845 they crossed the Sutlej against the English, and were defeated at Sabraon, Moodkee, Ferozshuhr, Aliwal, Chillianwallah, and finally at Goojerat. Upon its annexation it was placed under the two Lawrences and other able civilians, who, bringing their experience to bear upon the new country, so completely transformed it that, in 1857–8, Sir John (now Lord) Lawrence was able to spare his Sikh troops for the siege of Delhi. New roads and railways (begun 1859) have been made; and the Baree Doab Canal, 250 miles long, runs down the course of the Ravee to Mooltan. At Julalpore, near Jhung, on the Hyphasis, Alexander defeated Porus, having entered India by the Khyber Pass and Attock, the highway for all invaders from the west. Great numbers of the people are blind of one or both eyes; and deaths from small-pox are 20,000, in a population of 18 millions. The English are safe, because vaccinated. "Punch," which is made of five ingredients, is derived from the same Hindoostanee root as Punjab.—(Fryer's *Travels to the East Indies*, 1672—quoted by De Quincey).

Punnah, in Bundelkund, North-West Provinces: seat of a Maharajah of ancient family, who is K.S.I., 60 miles from Banda, 173 miles south-west of Allahabad, on the River Cane and a plateau of the Vindhya Hills, 1,300 feet above sea. Here are an alligator lake; Chutter Saul's old palace; and some Hindoo temples and tombs, where valuable diamonds are shown—the produce of *Diamond*

Mines, formerly worked here, within 12 to 20 miles, in the clay and sandstone. A tax of 12½ per cent. is levied, but the produce has fallen off to £40,000 or £50,000 a year.

Purneah, in Bengal: a civil station, 230 miles north-north-west of Calcutta, 100 miles from Darjeeling, in a pleasant spot on the Little Kosi river. Here are government offices in the Maharaganj suburb; a chapel, government school, hospital, and jail; and several indigo works. In 1871 good sport was found in the Coosey desert by a hunting party, viz., twelve head of rhinoceros, ten tigers, two buffaloes, seventy-six deer, forty-two pigs (boars), besides such "small deer" as partridges, quails, floricans, one snipe, and one hare. Population, 16,000.

Puttiala, or **Patiala**, in the Punjab, the seat of Maharajah Mohundur Sing, G.C.S.I., on the fertile Sirhind plain and Sirhind Canal, between the rivers Jumna and Sutlej. Population, 53,630. It is neatly built. Patiala, Jind, and Nabha are the Phulkian States.

Quettah, or **Shawl**, a military post in South Afghanistan, near the Bolan Pass and Pisheen Valley, and Kandahar rail, in a commanding and healthy spot, once part of Beloochistan.

Raipore, or **Ryepore**, in Central Provinces: a deputy-commissionership, 177 miles east of Nagpore (Great Indian Peninsula Rail), 600 miles from Calcutta, near the Nagpore rail. A hospital here; and a jail, with an artisan school attached to it. Population, 24,950.

Rajanpore, a cantonment of the Punjab Frontier Force, near Dera Ghazi Khan.

Rajmahal, in Bengal: a deputy commissionership, and railway station (East Indian Rail), 202 miles north-north-west of Calcutta, on the Ganges, near the Bhagiruthee branch. Population, 30,000. It produces indigo, hemp, coal, and iron. Steamers on the river. It is one of the nearest road stations for Darjeeling, 150 miles north, and 7,220 feet high. This old decayed place, otherwise called *Akbarabad*, has remains of a palace built by Shahjehan's son, Shuja; and the fine *Jamma Mujid*, or mosque, 188 feet by 60 feet. In the neighbourhood are indigo works; ruins of Gorer, an old capital of Bengal; the Jungheera rocks, and the Mooteejhura fall; also Sikrigullee, at the foot of a range of hills marked by the tomb of Peer Pointie, a Mahomedan saint.

Rajpootana States, Rajputana, or **Rajastan**, in Western India, between North-West Provinces, Punjab and Scinde, and bounded by Scindia's and Holkar's Dominions on the east and south-east: a political Agency and Commissionership, including seven Assistant Agencies, with head-quarters at Mount Aboo, 49 miles north-north-east of Deesa; composed of eighteen independent native principalities, viz.: fifteen Rajpoot states proper, two Jaf (Bhurtpore and Dholepore), and one Mahomedan (Tonk). It has a dry, half-desert, bracing climate. The Rajpoot States are in four natural sections—1st, the desert region north and west of the Aravulli Hills, taking in Bikaneer, Jeysulmere, Marwar (or Joudpore), and Shekhawuttee; 2nd, the hill states of Banswara, Doongurpore (or Dhoongarpore), Meywar (or Oodeypore), Pertabgurh, or Purtaubghur, and Serohi; 3rd, the south-eastern division of Haraoti (or Harowtee) district, taking in Boondee, Jhallawar (or Jhalawur), and Kotah; 4th, the eastern division, taking in Ulwar (or Alwar), Jeypore (or Jyepore), Kerowlee, and Kishengurh. Ajmere, at the centre, is a distinct Agency. Rajpootana, in Uppermal, or the mountain country, is so called from the people, *rajpoots*, who speak Hindi, claim to be of the race or blood of a king (raj), and constitute the soldier caste of the Hindoos, sprung from the Kshetryias of Mount Aboo. The Maharajah and Rajah chiefs settle disputes among themselves by courts of Vakeels (one upper and four lower courts), in which the political Agent has a casting vote. The district, having little water, was ravaged by the drought of 1868-9, when 1½ million persons died from starvation. The *Rajpootana State Rail* consists of 134 miles from Delhi to Bandikui Junction, and 188 miles from Agra to Bandikui and Sambhar.

The soil, though sandy, produces rich grass, enough in ordinary seasons for the vast herds of camels, horned cattle, and sheep, which are the wealth of the people, who export them to the military stations and neighbouring provinces. They depend for rain on the south-west and east monsoons; if these fail, then a "treble famine—a famine of grain, grass, and water"—ensues, as in 1868-9. In such a case,

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the Jâts are too proud to beg or to work; they will rather lie down and die. They are the servants of the land, and the land must keep them.—(Col. Brooke's *Report*). Famines come every forty or fifty years on an average; great ones occurred in 1661 and 1812-13. The only considerable stream on the west side of this elevated region is the Loony, running down to the Runn of Kutch. Infanticide has been practised among the girl children, but means are now taken to suppress this crime.

Rajshahaye, Rajshahye, or **Rajshahi,** in Bengal: a revenue circuit, with a sudder court and military post at *Rampore Beauleah*, or *Rampur-Baulea*, on the Ganges, 50 miles north-west of Kooshtea (Eastern Bengal Rail). Government, and vernacular and Sanskrit schools; public library, jail, and hospital. Trade in silk goods, indigo, and hemp. The silk trade employs 10,000 hands, and there are 150 acres of mulberry trees. Sub-stations at *Surdah* and *Nattore*, 11 and 28 miles distant, both on the Ganges (here called the Podda).

Rampoor, Rampur, or **Rampore,** in Rohilkund, North-West Provinces: a Mahometan state, with a chief town, on the Kosila, 545 feet above sea, in a rich and beautiful country. It is the head of the Rohilla states of Warren Hastings' time. The Nawab has introduced vaccination among his people. Population, 74,250.

Raneegunge, or **Raniganj,** in Bancoora district, Bengal: a civil and military post, and railway station (East Indian Rail), on the River Damooda, and Grand Trunk Road, 121 miles north-west of Calcutta, near a branch to Barrakur, 22 miles long, continued towards Patna, making an important short cut or Chord Line on the East Indian Rail. Here are an hotel, cantonments, church, schools, and workshops. The dâk gharries (one-horse palankeens on wheels), provided by the Transit and Dâk Companies, start on the Trunk Road for Benares, going 80 to 90 miles a day, with stages every 12 miles. Population, 19,600. The *Coal bed*, 500 square miles here, belonging to the Bengal Coal Company, employs about 5,000 hands, and yields 600,000 tons yearly; and is one of a series of coal mines along the River Damooda, or Damuda, discovered in 1820. The workable coal is 10 feet thick; iron is found. The Sirsole mines are under a native proprietor. A canal is to be cut from the Damooda to Calcutta. Within a few miles are the Chutna and Baharinath Hills, 1,200 feet high; and Pachete, where bears and leopards are hunted; and further on, near Doomree, 70 or 80 miles, are the *Parisnath Hills*, a sanatarium, 4,624 feet high at the Jain Temples, to which pilgrims flock in January.

Rangoon, or **Rangún,** the capital of British Burmah, seat of government under a Chief Commissioner, and a divisional command, in Pegu; 700 miles south-east of Calcutta, 25 miles from the mouth of the River Hleing, or Rangoon, the east branch of the Irrawaddy, near Bay of Bengal. A railway is open from Rangoon to Prome, 163 miles long. Population (1881), 134,180, now 180,000. It has grown with extraordinary rapidity; 400,000 tons of shipping visit the port, and the trade amounts to £3,000,000; but it is, or was, for the most part an unhealthy swamp, with no good water or drainage.—(*Annual Statement*, 1873). Captured 1852. The modern town is laid out on a flat, in streets at right angles; and has an arsenal, custom-house; town and cantonment, churches and chapels; government school, Karen seminary, hospital, central jail; two hotels; banks; and newspaper offices. The Phayre Museum, 100 feet long, built of teak wood, 1871, and so-called after Sir A. Phayre, the late Chief Commissioner, is placed in the Agricultural and Horticultural Society's Gardens. A fair education is given at the native schools by the Phoongyees or religious teachers. Bishop—Rt. Rev. Dr. Strachan.

There are numerous mercantile firms, and many large steam rice and oil mills. The trade is in rice (300,000 tons a year are produced) and teak timber (of which there are immense forests), bees' wax, edible birds' nests, cotton, tea, &c. A road has been made from the Pagoda to the Royal lakes; the ground round which is laid out as a Public Park, named after Lord Dalhousie, the first Governor-General who visited British Burmah. Lighthouses have been built on the Krishna Shoal, 60 miles distant; and also at the entrance of the river. Here the ex-King of Delhi died, 1862. Near this is the Shwe Dagon Pagoda, a Buddhist temple, four centuries old, with a conical spire, above 500 feet high, shining with gold leaf, and ending in an iron

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umbrella, or *htee*, 47 feet high, covered with gold plates, diamonds, emeralds, and relics, given by the King of Burmah, 1871. A stockade here was taken in the war of 1852. The platform of the Pagoda is to be fortified. The British India steamers run to Calcutta, Madras, and the Straits; and those of the Irrawaddy Flotilla (this is their head station) run up the Irrawaddy to Prome, Thyet-Myo, Mandalay (seven days), and Bhamo (nine days). The Rangoon district is now divided into two—Rangoon and Hanthawaddy. Cool, December and January; rains, May to October. Steamers direct from London, Liverpool, and Glasgow.—See Steamer Lists in *Bradshaw's Guides*.

Ranikhet, or **Ranee Khet,** a sanatarium in North-West Provinces.—See **Nynee Tal.**

Rawul Pindee, or **Rawalpindi,** in the Punjab: a Commissionership and military cantonment and railway station (Punjab Northern), 63 miles east-south-east of Attock, 111 miles north-west of Lahore, near the frontier, and the River Jhelum, under the Salt Range. Population, 52,975. It is a walled town of mud houses, and is an excellent cool station though somewhat rainy, but well drained; with an old fort, and Shah Soojah's brick palace; a church and mission chapels; normal and other schools; two hotels; dâk bungalow; branch exchange; new arsenal; cavalry, infantry, and artillery lines, and a Government stud, where a horse fair is held annually. The *Salt Range* between the Jhelum and Indus is 2,000 to 3,000 feet high, barren on the surface, but rich in pure salt, worked by mining or in quarries; also in iron ore, coal, alum, saltpetre, sulphur, antimony, and gold dust, at Kalabagh, on the Indus, where the salt is shipped. The Rail has superseded the Military Horse Van Dak which used to run. A Camp of Exercise was formed, 1873, at Hassan Abdaul, on the Peshawur road, near the tomb of Lalla Rookh; having its headquarters at Lawrencepore.—See **Attock.**

Rewah, in Central India: a political Agency, under Indore, military station, and seat of a Maharajah, 80 miles south-west of Allahabad, 585 miles to west-north-west of Calcutta, near the Kyemore Hills (1,200 feet high) and River Sone.

It has a fort, successfully defended by the Resident, Capt. Osborne, against the rebels, 1857-8, and afterwards blown up with a palace of the Maharajah, who stuck loyally to the government, and was rewarded by Lord Canning. Another name for the state is *Baghelcund*, the "country of the tiger cubs." It produces salt and coal along the Sone; with diamonds in the clay slate.

Rohilkund, or **Rohilkhand,** in North-West Provinces, round *Bareilly*, &c., 140 miles north-east of Agra; traversed by the Oude and Rohilkund Rail: the country of the Rohilla Afghans, or Pathans, a fine, manly, Persian-speaking race, who migrated hither, 1720, and, under Hafiz Ruhmut Khan, were subdued by Col. Champion and Shujah-oo-Dowlah, Vizier of Oude, 22nd April, 1774, in the time of Warren Hastings. "Kund," or "Khand," means country. At the middle of it is the independent rajahship of *Rampoor*.

Rohtuk, in Hissar, Punjab: a deputy-commissionership, 30 miles north-west of Delhi, on the Feroz Canal, near the Jumna; with a government hospital and schools. Saltpetre is made. Population, 11,000.

Roorkee, or **Rurki,** in North-West Provinces the head-quarters of the Ganges Canal Staff and Bengal Sappers and Miners, on River Solani, and East Indian Rail, near Saharunpore, 70 miles north-east of Meerut, 45 miles from Dehra Dhoon; a fine spot in view of the Hills. Here is the *Thomason College* for civil Engineers, founded 1847, with a large establishment, embracing bungalows and barracks, for European and native students; a geological museum, observatory, and depôt for mathematical instruments; printing presses and engraving department; model room and library; and offices for the Survey and Irrigation departments. Near this is the Canal foundry and workshop, on an equally complete scale, where, amongst other works, mathematical instruments are made. Here also are a handsome Gothic church, chapel, and Presbyterian mission and hospital; and the Solani aqueduct, 2½ miles long. To Rajpore, 50 miles. The Canal begins here, 170ft. broad.

Roy, or **Rai, Bareilly,** in Oude: a commissionership, and military station, 60 miles north-west of Allahabad, 50 miles from Lucknow, on the Sace. New church, hospital, and cantonments. Population, 12,000.

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Rungpore, in Bengal: a civil station, 136 miles N.N.E. of Calcutta (Northern Bengal Rail), under the hills, near the Teesta and Brahmapootra. The Assam boats touch at Bagoorah, 30 miles distant. Population, 15,000. Here are a public grammar and other schools; an English school at Galapore, supported by the Zemindar of Coorey; public library and hospital. Jute factory at Kallygunge. Cantonment at *Julpigooree*, on the Teesta, 35 miles from Rungpore, 50 from Darjeeling. *Titalyah*, or Titaleea, is a civil sub-station, on the Mahanunda and the road from Calcutta, having a dâk bungalow, and hospital. Sugar, indigo, tobacco, and jute are grown; cotton carpets are made; and a large mela, or fair, takes place in February.

Ryepore, or **Raipore.**—See **Chutteesgurh.**

Sabathu, or **Sabatha.**—See **Soobathoo.**

Sambhur, or **Sambhar,** or **Sambur,** in Rajpootana; a station on the Rajpootana State Rail, 39 miles west of Jyepore, on the *Sambhur Salt Lake*; which was transferred to government, 1870, by its former owners, the Maharajahs of Jyepore and Jodhpore. The lake is shallow, mostly over a clay bottom, and extends 18 miles by 3 to 10 miles when full, but only 1 mile by half a mile in dry weather. The deepest part is at Mataka-Devee Point. There are two evaporating pans (one of 3 acres) at Sambhur, and two others at Godha and Nabha; the yield being about 42 tons an acre. Salt is also obtained on plots of clay, and by crystallization; about 16,000 tons yearly.

Sanchi Tope.—See **Bhilsa,** in Gwalior.

Sandoway, in Burmah: a deputy-commissionership, in Arracan, 150 miles south-east of Akayab, on a wet part of the coast; the annual rain fall being 250 inches. About 250 acres of mulberry trees have been planted. The river and harbour have been surveyed.

Santipore, near Nuddea, on the Hooghly; a bathing place for pilgrims, and old seat of cloth making. Fair, in October or November.

Sarun, or **Chupra,** in Bengal: a civil station on the Ganges, between the Goghra and Gunduck rivers, 30 miles above Patna (East Indian Rail). Steamers on the Ganges. Population, 30,000. It is one of a line of populous towns—Sahibgunge, Govingunge, Allygunge, &c. ("gunge" is a market), on the low banks of the rivers; having English and native (Mahajan) indigo and other factories; several mosques and pagodas, a bazaar, with a German mission church, government school and hospital, and opium agency. The Tirhoot indigo country and the Terai jungle district of Nepal are east and north.

Sasseram, in Shahabad, Bengal: a deputy-collectorate and military post, 60 miles south-west of Arrah, 355 miles north-west of Calcutta, on the Sone.

Saugor, or **Sagar,** in Jubbulpore, Central Provinces: a Commissionership and cantonment, 110 miles, by a new road, N.W. of Jubbulpore, or 82 miles from Nursingpore (Great Indian Peninsula Rail), 315 miles S.W. of Allahabad (East Indian Rail), 4,420 feet above the sea. Population, 43,490. It stands on a picturesque lake, near the River Bes, or Bessi; and has a fort and depôt, a disused mint; a church, chapel, government school, high school, hospital; and a suspension bridge on the Bessi, 200 feet long. The Superintendent for the suppression of Thuggee resides here. Paper and gold chains are made; hemp and opium grown. Several Parsee merchants here. The name is derived from "sagur," for sea or lake; hence *Saugor Island* at the Hooghly's mouth, and the *Sind Sagur* district in the Punjab. To Nowgong, 117 miles.

Scindia's Territory.—See **Gwalior.**

Sealkote, or **Sialkot,** in Umritsur, Punjab: a deputy-commissionership, and large cantonment, on the Chenab, 65 miles north-north-east of Lahore. Church, Scotch and American missions, Roman Catholic chapel, and hospital. Population, 45,765. Shawls, flax, and paper are made. By the Peshawur Rail to *Wazeerabad*, the nearest station, 27 miles distant; where the Great Alexandra Viaduct, over the Chenab, 9,300 feet long, was finally rivetted by the Prince of Wales, 21st January, 1876. About 30 miles north-east is *Jamoo*, on the Kashmir side, under the Himalayas. To Srinuggur, 144 miles. Pir Punjab in view, 17,000 feet high.

Seebsaugur, or **Seebpoor,** in Assam, at the north-east corner of Bengal: an assistant-commissionership, 500 miles north-east of Calcutta, near the Brahmapootra, in an unhealthy spot, among

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the Assam Company's and other tea plantations. Government schools and hospital, and American mission, where the *Orunodoi*, in the Assamese language, is published. Population, 5,300. In the neighbourhood are several tea plantations—*Nazeerah*, the head-quarters of the Assam Company; Jorehaut, the head-quarters of the Jorehaut Company; with Gholah Ghaut, &c.

Seetabuldee, in Central Provinces; a cantonment, 1 mile from Nagpore (Great Indian Peninsula Rail), 519 miles from Bombay. Church here, at the head-quarters of the commissioner of Nagpore, standing on a hilly ridge, where Captain Fitzgerald defeated the Rajah of Nagpore, 26th Nov., 1817.

Seetapore, in Oude: a civil and military station, and seat of the commissioner of Khyzabad, 51 miles north-west of Lucknow; or by rail to Seetapore Road station, where the sepoys committed great ravages, 1857-8. A church, government school, cantonments, and opium agency. So called from Sita, the heroine of the *Ramayana*.

Seetarampore, on East Indian Rail, near Barrakur Junction.

Segowli, a cantonment in Nepaul, near Khatamandoo.

Seharunpore, or **Saharunpore,** in North-West Provinces: a district and railway station (East Indian Rail), near Roorkee and the Doab Canal, 111 miles north of Delhi, 72 miles from Meerut, 40 miles from Dehra Dhoon, 980 feet above the sea. Population, 59,195. Government stud and Botanical Gardens, with a hospital, fort, church, American mission churches and schools, and large cantonments, on River Dumoolao. The Gardens, about one-third of a mile square, were opened 1817, under Drs. Royle and Falconer. To Roorkee is 32 miles; to Rajpore, 50 miles; Mussoorie, or Landour, 56 miles.

Sehore.—See **Bhopal.**

Seonee, in Central Provinces: a deputy-commissionership, and military post, 85 miles south of Jubbulpore (Great Indian Peninsula Rail), near the Chanda coal-field. Population, 11,000. Jail and Barracks here. To Mundla, 77 miles; to Nursingpore, 97 miles.

Serajgunge, Shirajgung, or **Soorajgunge,** in Pubna and Mymensing districts, Bengal; a deputy-collectorate, 60 miles north-east of Kooshtee (Eastern Bengal Rail), on the Ganges (or Jubboona); founded, 1770, as a bazaar or market (gunge), by Seraj-Alli Chowdry. It stands among indigo, jute, and other factories; and has a public school, hospital, and public library. Population, 21,040.

Serampore, in the Hooghly district, Bengal: a deputy-collectorate and railway station (East Indian Rail), 13 miles north of Calcutta, in a picturesque part of the Hooghly, opposite Barrackpore, Pop., 25,560. Formerly a Danish settlement, and bought from them, with Tranquebar, 1845. Here are the old government court-house; botanical gardens; hotel; church and chapels, including a Roman Catholic chapel, built 1783; hospital; and the Baptist mission College, a handsome building, erected 1817, with a good library, and a Mission press, established by the Marshmans. Here also are three jute mills for making gunny bags; the printing office of the *Friend of India*; and the Tomohur and Chundro Roy native presses. The Baptist College just mentioned was chartered by Frederick II. of Denmark. It contains the chairs of Carey, Marshman, and Ward, in the library; the mission chapel and monuments; with gardens containing Carey's mahogany trees, and a fine tamarind tree. Two rival Juggernaut houses and cars are to be seen at Serampore.

Serohee, Serohi, or **Sirohi,** in Rajpootana: a native state and Assistant Agency, including *Serohee*, the seat of the Rajah, 64 miles north-east of Deesa; and *Erinpoora*, on the Jowaee, a station for the Joudpoor legion, 23 miles from Serohee. *Mount Aboo*, the head-quarters of the Political Agent, a sanatarium and place of pilgrimage, 5,000 feet above sea, is outside the state, 20 miles south-west of Serohee, 50 miles from Deesa.—See **Aboo.**

Seronge, or **Seronj,** in North-West Provinces a cantonment, 140 miles north-east of Oojein, on the rail between Bhopal and Jhansi, belonging to the Nabob of Tonk. Here are a square fort, tank, bazaar, mosques, and Hindoo temples. *Deopore*, or Daipoor, is a cantonment about 10 miles off, across the River Kaitoon, and a ghât in the hills.

Shahabad, in Bengal: a district, with a sudder station at *Arrah*, on the Sone, 37 miles west of

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Patna, among several indigo works. The *Sone*, *Son*, or *Soane*, is a branch of the Ganges above Patna, which comes down from the hills beyond Rewah; usually fordable, but 3 miles wide at the rains. *Soane Canal* is a fine irrigation work; cost 3 millions, and irrigates 1 million acres.

Shahjehanpore, in North-West Provinces: a civil and military station, 101 miles north-west of Lucknow (Rohilkund Rail), between the Ganges and the Goomtee. A church, chapel, American mission, hospital, and cantonments; with Rosâ sugar works and a distillery in the neighbourhood. Population, 74,830.

Shahpore, in the Punjab; 140 miles north-west of Lahore, near Pind Dadur Khan (Punjab Northern Rail), on the Jhelum, or Thilam, in the Jeteh Doab, near the Salt Range. English school, hospital, and salt collector's office. The principal salt beds are 150 to 200 feet thick; some being quarried on the surface, at Kalabagh.

Shaway-Gyeen, in Burmah: a deputy-commissionership and military post, in Martâban, on the Sittoung, 90 miles north-east of Rangoon. Here are an American mission and hospital.

Shergotty, or **Sheerghatty,** in Behar, Bengal: a deputy-collectorate, on the Trunk Road, 58 miles north-west of Hazareebaugh, 200 miles from Raneegunge (East Indian Rail), near the River Moorhur. It has a large serai and dâk bungalows. Population, 7,000. Here Lord Clyde was nearly taken by the sepoys, 1857. To the east, on Trunk Road, is the picturesque Dunwah Pass, 1,200 feet above sea. At *Gayah*, or *Gya*, 25 miles north-east, the sudder court of Behar, and nearest railway station, are some Buddhist remains. The Trunk Road passes over a heathy granite country, covered with forests, containing the temple of Budgonâth, and styled the "Bengal Switzerland;" beyond which is the Sone.

Shillong, a cantonment in Assam, in the Khasi and Jynteah Hills; where the people are getting rich by trade.

Shumshabad, an infantry cantonment, in North-West Provinces, 90 miles north-east of Agra.

Sialkot.—See **Sealkote**

Sikkim, a small highland state in the Himaluyas above Darjeeling, on the Thibet frontier. Here are prosperous Government plantations of chinchona bark and ipecacuanha (2,000 acres) brought over from Peru; also tea gardens, employing 9,530 persons. Copper is found. A trade road into Thibet, is projected.

Silchar, in the Cachar district, Bengal; 300 miles north-east of Calcutta: the centre of tea plantations, subject to raids from the Naga, Looshaie, and other hill tribes. The civil station here was ruined by an earthquake, 14th January, 1869, which raised the ground 20 feet.—See **Cachar.**

Simla, in the Punjab; a deputy-commissionership, military station, and sanatarium, much frequented by the Viceroy and Commander-in-Chief, between April and October; on a ridge near the Sutlej, 7,870 feet above the sea, facing the Siwalik Hills, and in sight of the Himalayas; 94 miles by road *(viâ* Kalka) north of Umballa, 105 miles north-east of Loodiana, 140 miles north-west of Landour, 152 miles from Dehra Dhoon, 200 miles from Meerut, 1,100 miles (by road) from Calcutta. Population, 7,049. The snowy line of the Himalayas, 23,000 feet above sea, 70 miles distant, seems within a few miles. *Peterhoff*, the Viceroy's residence, is a picturesque spot, from which Lord Auckland issued his proclamation against Cabul, 1838; Barnes Court, the Commander-in-Chief's, stands near the Jackoo Peak, at the end of the ridge. To the south are the Soobathoo Hills, with the great plain of Hindoostan before it, spread out like a map. Population, in the season, about 20,000; reduced to 2,000 in the winter, when the snow lies sometimes till May. Here are a church and Church Mission; government school and academy; library, United Service club, theatre, assembly rooms, and racket court; observatory, built 1841; hospital; two banks. Several hotels and lodgings; with shops and stores; and *Simla Press* office. A few civilians and officers are resident. The first house was built in 1819. Bungalows cover all the best points of view, generally named after something at home. Drives on the mall, round Mount Jackoo, and on the Mahassoo road. Good sport. *Kalka*, at the foot of the hills, is 40 miles distant. At *Kotgur*, or *Gurukot*, 50 miles, are Church mission schools and tea plantations. At *Kassowlie*, 40 miles (past

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Sabatha, or Soobathoo, Church), is the Lawrence asylum. Simla to Srinuggur, thus—16 marches (12 to 15 miles), to Chini; thence, over the Parung Pass (19,000 feet), 27 marches, to Leh, the capital of Little Tibet; or 40 marches round to Srinuggur, in Kashmir. Naghanda Springs, 56 miles.

Singbhoom, in Chota-Nagpore, Bengal: a deputy-commissionership, with a sudder station at *Chyrassa*, 305 miles west of Calcutta. Copper works here.

Sirdanah, in North-West Provinces; a walled town, 880 feet above sea, 11 miles from Meerut, containing a fort and the handsome palace of the Begum Sumroo (or Summers), a beautiful Nautch girl, who married a German—Summers—built a Roman Catholic church here, and died 1839, when her jaghires lapsed to government. The church is a small modal of St. Peter's, with a college and convent attached. She left her money to an adopted child, Dyce Sombre (Summers), a drummer boy, who married the daughter of Lord St. Vincent.

Sirdarpore, in Malwa, Central India: a political agency, and military post for the Bheel corps.

Sirhind, a divisional command, in the Punjab, on the Jumna, between Scharunpore and Bhawulpore. The *Canal* is 502 miles long, besides 2,000 miles of branches.

Sirsa, in the Punjab: a deputy commissionership and military post, 40 miles north-west of Hissar, in the Hureeana country. Cantonments, hospital, jail, and fort in the old town.

Sittang, or **Sittoung,** in Burmah: an assistant-commissionership in Pegu, on the River Sittoung, 50 miles N.E. of Rangoon, near the Gulf of Martaban. A canal is projected to the Pegu River.

Siwalik Hills, in the Punjab and North-West Provinces.—See **Dehra Dhoon.**

Sobraon, in the Punjab, on the Sutlej; 20 miles above Ferozepore, 50 miles S.E. of Lahore; where Lord Gough defeated the Sikhs, 10th Feb., 1846.

Sonthal Pergunnahs (from *pergunnah*, a division), in the Bhaugulpore commissionership, Bengal: a "proclaimed" district, latterly infested by the Hill tribes, to check whom military posts have been established at *Raneegunge*, a station of the East Indian Branch Rail, 122 miles north-west of Calcutta; at Soory, 110 miles north-west by north of Calcutta; and at one or two other places; with head-quarters at Bhaugulpore. Civil stations and jails at Nya Doomka, Deoghur, Rajmahal, Bakour, and Godda, or Sahibgunge.

Soobathoo, Subathoo, or **Sabathu,** in the Hills, North-West Provinces: a sanatarium and military station, 108 miles north-west of Dehra Dhoon, 44 miles from Simla, 4,500 feet above sea. Barracks, church, American mission, jail, in the old fort. Kassowlie and Dugshaie stations are near. Goitre is noticed here and at Simla.

Soonderbuns, or **Sunderbunds,** in Bengal: a commissionership (head-quarters at Alipore, near Calcutta), named from the country and islands in the delta of the Ganges, next the Bay of Bengal. They make a low sandy net-work of canals and rivers, thickly covered with jungle and trees (hence the name, signifying "beautiful forests"), and are supposed to be very unhealthy. They extend from the Hooghly on the west, to the Meyna or Ganges on the east, 160 miles by 75 miles, over an area of 6,500 square miles, two-thirds of which are under cultivation. Of the 12 or 14 principal creeks running up from the sea the deepest is the Mutlah, on which the new town of *Port Canning*, at the end of the Calcutta and South Eastern Rail, is placed. This district was first examined by Major Rennell, 1770, in his *Bengal Atlas;* and partial surveys made since 1811 show that the best lands are east of the Pussur river, where allotments, at a nominal rate, are granted by government. Alligators, tigers, buffaloes, deer, and the rhinoceros are hunted; jackals, adjutants, cranes, pelicans, flamingoes, kingfishers, &c., and fish, abound everywhere. Rice and salt are the chief products. In the summer floods it is covered with 12 to 15 feet of water.

South-West Frontier, in Bengal: an old name for that which is now the Chota Nagpore district, between Behar and Orissa.

Srinuggur, Serinagar, or **Sirinagur,** the capital of Cashmere, or Kashmir, on the Jhelum, in a mountain valley, the "Vale of Cashmere," about 5,500 feet above sea; seat of Maharajah Rumbeer Sing, G.C.S.I., and of a Residency, under a temperate climate. It was a favourite retreat of the Mogul emperors, is 2 to 3 miles

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long, and has a mixture of Hindoo and Moslem buildings, temples, and mosques; with seven bridges supported by deodar logs. Population, 150,000. English trees and fruits grow in the rich soil. Several bungalows have been built by the Maharajah for visitors, who come here between 15th April and 15th October. Here are many jewellers' shops and shawl factories; Shah Jehan's Jumma Musjid, or great Mosque, about 400 feet square, resting on 384 deodar logs; the Maharajah's Bungalow; Pundruttun Temple; the tomb of Zaimul Aboodin, under an eight-sided dome of the fifteenth century, now a granary. The Allee Musjid (built 1471), on the Eedgah Park, where plane trees, 30 feet round, are seen; the No Musjid, 180 feet long, was built for Nourmahal, Moore's "Light of the Harem." Within a short distance of the town are the following:—The Dul, or City Lake, 5½ miles by 2½ miles, with remains of floating gardens and its floodgates into the river; Nusseb Bagh (or garden) and its grove of planes, some 15 feet round. Shalimar Bagh, a garden of terraces and fountains, one-third of a mile along the Mar Canal; and another garden, Nèshab Bagh. Overlooking the city are a temple called Shankûr Chûrah; the stone-built Fort of Hurru Purbut, three-quarters of a mile round, erected 1597; and the Tukht-i-Suliman, or Solomon's Throne, a peak, 800 feet above the river, which the natives ascend 1st May. Haramuk Mountain is seen in the distance. Near Kunbul is Mansubul Lake, 3 miles long, with remains of gardens and a temple. *Gilmurg*, sanatarium, 2,500 feet above Srinuggur, and 12 miles distant, has a church. *Jummoo*, the Maharajah's winter capital, is 125 miles off.

Sultanpore, or **Sooltanpoor,** in Baiswarrah, Oude: a deputy-commissionership and cantonment, 92 miles south-west of Lucknow, 60 miles from Allahabad, near Akbarpore (Rohilkund Rail), in a healthy part of the Goomtee. This old capital of the Bhar country has some brick houses; a fort built 1237, by Kai Kubad, the Ghorian invader; the palace of the Oude Durbar Vakeel (or Envoy); and some mosques. The cobra di capello is common here. In clear weather the Himalayas are seen.

Sumbulpore, or **Sumbhulpoor,** in Central Provinces: the east district (detached) of Chutteesgurh, on the Mahanuddy, 170 miles east of Ryepore, 310 miles west-south-west of Calcutta, and 213 miles from Cuttack. Population, 9,500. Annexed 1849, on the death of the native chief without heirs. It has a ruined fort, government school and library, hospital, and cantonments for the Shekhawattee battalion and Seebundee levy. Gold and diamonds are found in the Mahanuddy mines. Good shooting for bears, tigers, spotted deer, buffalo, &c.

Sunawur.—See **Kassowlie.**

Sylhet, or **Silhet,** in Assam (transferred from Bengal): a civil and military station, 330 miles north-east of Calcutta, on the River Soormah, under the Cossyah Hills. Population, 17,000. Bungalow, bazaar, church, Welsh mission and schools, government school, and jail. Here are nearly twenty tea plantations (20,410 acres); coal mines at Larkadorig and Cherra Poonjee, in the hills; and many thousands of acres of unexplored forests. The ex-Rajah of Jynteah was sent to reside here, 1834. The Hill tribes made a descent in 1868.

Tak, in the Punjab: a cantonment for the Punjab Irregulars, on the Indus, 150 miles south-south-west of Peshawur, 30 miles from Dera Ismael Khan. It is the capital of a little frontier state, where the late Lieut.-Governor, Sir H. Durand, was killed on New Year's Day, 1871, by a fall from his elephant.

Tavoy, in Burmah: an assistant-commissionership, in Tenasserim, 160 miles south of Moulmein, 25 miles from the Bay of Bengal. Custom-house and jail. Population, 14,500. Anchorage at Goodridge Plains, 54 miles from the sea.

Tenasserim and **Martaban,** in Burmah: a province and commissionership, along the Bay of Bengal, including Amherst, Moulmein (the chief commissioner's head-quarters), Shweygyeen (in Martában), Tavoy, Mergui (the chief town of Tenasserim proper), and *Tennaserim*, 40 miles south-east of Mergui, at the junction of the great and little Tenasserim rivers. Tin, coal, and teak timber are found; and, up the country, the elephant, rhinoceros, and bison.

Tezpore, in Assam, Bengal: the sudder court of *Durrung* district, 595 miles north-east of Calcutta, on the River Brahmapootra, where steamers stop, near the frontier.

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Thannessur, or **Thunnesir,** in the Punjab: a deputy-commissionership and military post, on the River Sursooty, and Great Trunk road, 24 miles south of Umballah (Sinde and Punjab Rail). Here are extensive picturesque remains of a former Hindoo city, sacked 1011, by Mahmood of Ghuzni; with a ruined fort and tanks; houses of rich natives; a handsome temple of Mahadeo; and a fine Mussulman tomb of marble. Khoorket lake, one mile by half-a-mile, is surrounded by Hindoo ghauts and temples, and has three bridges to an island in the middle.

Tharrawaddy, in Pegu, Burmah: a deputy-commissionership and military post; having cantonments, a jail, &c., at *Menggyee*.

Thayet Myo, in Burmah: a cantonment, 30 miles north of Prome, on the Irawaddy. Population, 8,400. Petroleum is found.

Tipperah, or **Tripurah,** in Bengal: an agency and a district, with a sudder court at *Commillah*, 245 miles east-north-east of Calcutta, 50 miles from Dacca, on a branch of the Brahmapootra, under the table-land of the Hill Tipperah district. At Commillah are a government school, jail, &c. The Looshaie and Kookie tribes, near the Cachar and Burmese frontiers, are occasionally troublesome.

Tirhoot, or **Trihuta,** in Bengal: a district under the Nepal Terai, with a sudder court at *Mozufferpore*, 40 miles north of Patna (East Indian Rail), 400 miles north-west of Calcutta: the centre of several indigo factories. About 80 miles from Barrh-ghat, Tirhoot rail (made in the famine year). It yields opium and timber also, and forms a slope 300 to 600 feet above the Ganges.

Tonk, the only Mahomedan state in Rajpootana, and belonging to Nawab Ameer Khan; the capital of which is 50 miles south of Jyepore, 220 miles south-west of Delhi, and is inclosed by a wall, on the River Bunass. Population, 40,730.

Tounghoo, in Burmah: a deputy-commissionership and military command, in Pegu, on the River Sittoung, 150 miles north-north-east of Rangoon. Here are cantonments, a frontier custom-house, forest office, and jail; Roman Catholic chapel; and the head-quarters of the Karen Education Society, founded 1857, by the American Baptist mission, which numbers nearly forty chiefs and some thousands of native members, 100 village schools, and an institute for young men and girls. Population, 9,410.

Tullagone, a cantonment in the Punjab.

Tumlook, or **Tamralipas,** in Bengal: a government salt factory, in Midnapore, on the Roopnarain, or Cossye, 50 miles south-west of Calcutta, 40 miles from Midnapore. Standing low, it is often flooded in the rains; it has some Hindoo idols, much venerated.

Turkish Arabia, a Political Agency, seated at Baghdad.

Twenty-Four Pergunnahs, in Bengal, east of the Hooghly: a collectorate in the suburbs of Calcutta, noticeable as the first important possession obtained by the East India Company, by a grant from the Nabob, Meer Jaffier, or Jaffier Ally Khan, 1757, after the Battle of Plassy. It includes Allipore, Cossipore, Kidderpore, &c., with Howrah and Old Fort William, on the west side of the river, and covers 2,300 square miles. *Pergunnah* means a territorial division.

Udaipur.—See Oodeypore.

Ulwur, Ulwar, or **Alwur,** in Rajpootana: a Jat state, assistant Agency, and railway station, on Rajpootana State line, 97 miles from Delhi, on a slaty ridge of the Chitore Hills, 1,200 feet above the plain, which is 1,500 feet above the sea. It is inclosed by a mud wall, and has the two palaces of Maharao Rajah in the picturesque fort; with a tank, pavilion, several Hindoo temples, and thakoor's school. Indigo, sugar, and cotton are raised. Population, 49,870.

Umballa, or **Ambala,** in Sirhind, in the Punjab: a Commissionership, military division, cantonment, and railway station (Sinde and Punjab Rail), 168 miles from Delhi (126 miles by Trunk Road), 142 miles from Umritsur, 94 miles from Simla, 1,656 miles from Bombay, 1,040 feet above the sea, in sight of the Himalayas. Population, 67,463, including Cantonments. Here are a church, chapels, American mission, English and native schools, two banks; and Royal, Lumley's, and Club hotels, near the Cantonments under the old fort. Dak bungalow These are 5 miles from

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the town, which consists of narrow streets of brick houses. Camel gharries are in use. Good water is now supplied from the hills at high pressure. Here the Earl of Mayo received Shere Ali, the Ameer of Afghanistan, 27th March, 1869. Beside £60,000 in money, the Ameer was presented with fifty-one trays of gifts, twenty-one for his sons, and twenty-one for his sirdars or chiefs. Umballa to Kalka hotel; thence to Simla. Lawrence Asylum at Sanawur.

Umritsur, or **Amritsur,** in the Punjab: a Commissionership, cantonment, and railway station (Sinde and Punjab Rail), 32 miles east of Lahore, 1,206 miles from Bombay. Population, 151,900. It contains two Hotels, near the station; brick-built houses, well stocked bazaars, church, chapel, mission church and schools, government school and museum, hospital, jail, and offices of the Baree Doab Canal, a work begun 1868. Another canal to the Ravee, 34 miles long, was cut by Runjeet Singh, who built the great *fort* of Govindghur (3 miles distant) in 1809. Here is a Tank, or *tulao*, of crystal water, where the chief Guru of the Sikh religion, attended by 600 akalees, or priests, lives on a small island, in the richly adorned *Temple* (called the *Gold Temple*, from its golden dome) of Hari, or Vishnu, built 1581, by a former Guru, Ram Das. The lake is called *Amrita Saras*, or the "fountain of immortality," and hence the name of the city. It is fed by natural springs, which keep it pure, though pilgrims are always bathing in it. In 1781 it was desecrated by Ahmed Shah, the Mahomedan king of Durani. Visitors are required to change their boots for slippers.. Notice a good Clock Tower, and the Rambagh Gardens. This is a great market for coarse cloths, or piece goods, silks, Cashmere shawls, rock-salt, and tea, with which it supplies Central Asia, *viâ* Ladak, Cabool, &c. Several bankers and merchants reside here. The annual trade done is 1½ million. Here the Christian Vernacular Education Society have a training institution, in which the Anglo-Oriental style of reading is used. To *Pathankote* is 67 miles, by van.

Wazeerabad, or **Vuzeerabad,** in the Punjab: a former cantonment, 50 miles north of Lahore, near the Chenab, in sight of the Himalayas. It is well-built, having been planned by Gen. Avitabile, when in the service of Runjeet Singh, whose Palace here is ornamented with curious frescoes of ten Sikh *Gurus*, or priests. To Sealkote 27 miles.

Wurdha, or **Wurdha,** on the Great Indian Peninsula Rail.—See **Chanda.**

Yarkand, the capital of the sometime independent state of East Turkestan, visited by Mr. Shaw, as Envoy, 1868.—(See *Visits to High Tartary, Ladak*, &c.) Population, 80,000 Mahomedans. It stands in a wild, snowy region, 19,000 feet above sea, at the Ganjoo Pass. It belonged to the Attalik Ghazee, or "Leader of the Faithful," and is supposed to be the real ancient Scythia, near China, the country of Gog and Magog.

Zanzibar, an Agency, on the African coast. In 1873, Sir B. Frere concluded a treaty with the Seyyid, or Sovereign of this state, a prince of Arabian descent, for the abolition of slavery. He visited England, 1875. From here the parties in search of Livingstone started.

Zoonzaleen, in Burmah: an assistant-commissionership, in Martaban, taking in Kanloodo, a military post on the Burmese frontier.

INDIA IN GENERAL.

This extensive empire, which lies between 8° 4 and 36° N. lat., and 99° 30′ E. long., comprises all the countries situated between the mountains of Tartary and Thibet on the north, Bootan, Assam, and the Bay of Bengal on the east, the Indian Ocean on the south, and the Arabian Sea and Persia on the west.

It is made up of four great natural divisions, viz.:—1st. *Hindostan Proper* (from the Persian Hindoo "black," and stan, "country"), which includes the provinces of Bengal, Bahar, and all the portion of the country north of the River Nerbudda. 2nd. The *Deccan* (or the "south"), which contains the provinces of Kandeish, Dowlatabad, Viziapoor, the north part of Golconda, Berar, Orissa, and the Circars. 3rd. The *Peninsula*, which comprises the whole tract south of the River Kistna. 4th. And the *North Western Provinces*, with the Punjab, Cabool, Sinde, Bhawalpore, and all the states between Candahar and Allahabad.

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These divisions cover a space about 2,000 miles long, 1,600 broad, and are sub-divided as follows:—

	PROVINCES (with Native States).	POPULATION 1881.	AREA, SQ. MILES.	UNDER WHOM.
Under Governor-General-in-Council.	Bengal Presidency proper, or Lower Provinces	69 millions.	194,000	Lieut.-Governor (Calcutta)
	Assam	4¾ ,,	46,400	Chief-Commissioner (Gowhatty)
	North-West Provinces	32¾ ,,	87,000	Lieut.-Governor (Allahabad) & Chief-Commissioner (Lucknow)
	Oude	11¼ ,,	24,200	
	Punjab	22¾ ,,	212,000	Lieut.-Governor (Lahore)
	Rajputana	11 ,,	80,000	Native Princes and Political Agent (Mount Aboo)
	Ajmere	½ ,,	13,720	
	Central India	9¼ ,,	90,000	
	Central Provinces	11¾ ,,	123,400	Chief-Commissioner (Nagpore)
	Hyderabad (Nizam's)	9¼ ,,	80,000	Under the Nizam, and Resident (Hyderabad)
	Berars	2¾ ,,	17,700	
	Baroda	2¼ ,,	8,750	Under the Gaekwar and Resident
	Mysore and Coorg	4½ ,,	29,330	UnderMaharajah&Commissioner
British Burma		3¾ ,,	87,250	Chief Commissioner (Rangoon)
Madras Presidency		31 ,,	150,250	Governor
Bombay Presidency, including		20 ,,	192,000	Governor
Sinde		2½ ,,		
Travancore and Cochin		3 ,,		Under a Maharajah
French Territories		½ ,,	200	Governor-General (Pondicherry)
Portuguese Territories			1,100	Governor-General (Goa)

Total—About 253 millions of population (1881), and 1,500,000 or 1,550,000 square miles of area; 73 per cent. are Hindoos. Increase of population about 6 per cent. compared with 1871. For Population of chief towns, 1881, see end of *Overland Guide*.

The Native States, including the smaller feudatories, exceed 460; or 20 per cent. of the population, and 39 per cent. of the area. Every state "acknowledges the supremacy of the British Government; but in other respects their rights and obligations differ from each other. Some merely acknowledge our supremacy, like Nepaul; others also undertake to follow our advice, and to govern their subjects with justice; others again pay tribute, or provide for the maintenance of a contingent. Some have power of life and death; others must refer all grave cases to English judges. Nearly all have, since the Mutinies, received guarantees that their chiefs will be allowed to adopt successors on failure of heirs; and their continued existence has been thus secured."—*(Statement of Progress of India*, 1872-3). This was the policy advocated by Lord Metcalfe, 1837. In this *Statement*, the Native States are classed in *Twelve Groups*. 1. States on the borders of China and Burmah, forming a fringe round the Government of Bengal, viz., Nepal Sikkim, Bhutan, Kuch Bahar, and the Hill Tribes. 2. Aboriginal feudatory chiefships in the hills, such as the Ghond and Kole tribes, in Chota Magpur, Orissa, the Central Provinces, and Jaipur Agency. 3. Native States on the slopes of the western Himalayas, from Nepal to Kashmir, ruled generally by Rajput chiefs. 4. Afghan and Belooch frontier tribes beyond the Indus. 5. Sikh states (Pattiala, &c.) in the Sirhind plain, this side of the Sutlej. 6. Three Muhammadan States, geographicalled separate—Rampur, Bhawalpûr, and Khairpûr. 7. States and feudatory chiefships of Malwar, Gwalior, Holkar, Rewar, &c., and Bandelkhand, in Central India, between the Ganges and Nerbudda—the former founded by Mahratta conquerors, the latter representing the older Rajput power. 8. Ancient Sovereignties of Rajputana (Odeypur, Jaipur, &c.), in seven Political agencies. 9-10. Native States in the Bombay Py.; those in the north (Baroda, &c.) speaking Gujráti; those in the south (Sattara, &c.) representing remains of the old Mahratta power. 11. The great Muhammadan power of Haidarabad, in the Deccan. 12. Mysore, and the Malayalim states of Travancore and Cochin, on the Malabar coast in the south.

SALUTES, &c.—The native Princes are entitled to salutes of so many guns, according to their standing. Thus the Nizam, the Gaekwar, the Maharajahs of Cashmere and Mysore, each receive 21 guns; Scindia, Holkar, and the Begum, 19 guns (or 21 within their own territories); the Rulers of Meywar, Travancore, and Kolhapore, 19 guns; and others, 17, 15, 13, 11, 9, and 7 guns. The military

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force kept up by these Princes amounts to 315,000 men, with 3,560 guns. Revenue of the native states, about 14½ millions, of which three-quarters of a million is paid to the paramount power.

POPULATION OF SOME OF THE CHIEF TOWNS IN INDIA—(1881).

Agra	160,205	Delhi	173,395
Ahmedabad	127,625	Howrah	105,210
Allahabad	148,550	Hyderabad	354,965
Amritsar	151,900	Jeypore	142,580
Bangalore	155,860	Lahore	149,370
Bareilly	113,420	Lucknow	261,305
Baroda	101,820	Madras	405,850
Benares	199,700	Meerut	99,565
Bombay	773,200	Nagpore	98,310
Calcutta	443,220	Patna	170,655
Calcutta, with suburbs	777,300	Poona	129,755
Cawnpore	151,445	Rangoon	134,180
		Surat	109,845

Total area of India, about 1,544,100 square miles, and population about 253 to 255 millions in 1881; against 241 millions 1871; which is thus distributed—

	Area, sq. mls.	Population.
British India, under the Viceroy	964,600	186 millions
Native States	691,700	55½ ,,
French and Portuguese	1,700	½ ,,

In density, the population in 1871 varied from 465 per square mile in Oudh, to 27 in Burmah. Waste land amounted to 185,000 square miles; cultivated and culturable land, 200,000 square miles.

POPULATION.—Of the 255 millions in 1881, 188 millions were Hindoos, 50½ millions Mahometans, and 186,300 Christians. Of the population, in 1871, 180 millions were Hindoos, 35 millions Mahometans, 5 millions Jains, 2 millions Sikhs, 20 millions aboriginal or Hill tribes; about 320,000 were native Christians, 160,000 Parsees, and *only* 150,000 *were English*. There are more Mahometans in India than in any other country. Thus Queen Victoria, Defender of the Faith at home, reigns over one of the most potent Hindoo and Mahometan sovereignties in the eastern world; while the English language is now studied or spoken by half the civilized world in both continents, and by an increasing number of persons.

LANGUAGE.—Hindi, in 1871, was spoken by 40 millions; Hindustani, by 30 millions; Bengali, by 21 millions; Telugu, by 8 millions; Tamil, by 16 millions; Canarese, by 5 millions; Marathi, by 10 millions; and Persian, by educated Mahometans. Urdú, the official or court language, is a dialect of Hindustani, cultivated by the Mahometans. The different states in India differ in religion and language as much as the states of Europe; as much indeed with respect to language as Russian differs from Spanish. Zand, or Zend, is the elder sister of Sanskrit, and Pahlavi the language of the Sassanian inscriptions.

EDUCATION.—In 1871-2, there were 43,209 *Schools*, with 977,000 pupils (four-fifths being Hindoos); a number increasing every year. In 1880 there were 2 millions at School.

CIVIL GOVERNMENT.—The members of the *Civil Service* consist of about 820 Covenanted Servants and military men in regular civil employ, sent out from the mother country; assisted by the Uncovenanted Service, such as civil engineers, and persons in the educational, telegraph, and other departments, who may be Europeans, Eurasians, and natives. "Eurasian" is a name invented by Lord Moira for Indian-born residents of mixed blood, Portuguese, &c. Natives are now eligible to fill every grade of the public service. Members from Europe are supplied by passed candidates, who study for two years, and are then transferred to appointments, ranging from £350 to £700, and moving up, after four years, to posts worth £900 to £1,200. After eight years' service, appointments worth £2,000 may be reached, qualifying for the senior branch and appointments, from £2,500 to £6,000 or £8,000. Twenty-two years' service qualifies for a retiring pension of £800 to £1,000. Average district of a magistrate and collector, 3,000 to 5,000 square miles, with a population of one to two millions. Society is neither worse nor better than in England; perhaps better, because the individuals composing it are in general picked men. The realities of life under novel circumstances, the feeling of responsibility, and the necessity for steady work, tend to sober the most idle and unreflecting. It is a dear country for living. While native produce is cheap, all English necessaries are high priced; and the greatest drawback to young men in every branch is the difficulty of keeping out of debt.

With respect to the feudatory Chiefs, Captain Walter, the Resident at Bhurtpore, observes (1870) that, if we wish to perpetuate the reigning dynas-

ties, we must begin by the establishment "of an *Eton* in India. We require a College, with ample accommodation for a large number of pupils and the followers who would accompany them. A staff of English gentlemen would be necessary—men fond of field sports and out-door exercises; and with these should be associated the *élite* of native gentlemen in the educational department." In this way the native Princes, he says, would be better trained to occupy the position they ought to hold, and become the hearty supporters of British authority. This want is met to a slight extent by the Court of Wards, at Benares, an institution for young chiefs under age.

The *Indian Army*, in 1878, numbered 60,600 English, and 128,500 native troops; or, 193,000 officers and men, in about thirty divisions and districts directed by the Commander-in-Chief, at Calcutta, and costing 12 millions. Of English troops, 38,000 were in the Bengal Py.; 11,610 and 16,070 in the Madras and Bombay Pys. A permanent addition of 16,000 English soldiers has been made since the Mutiny; and 10 millions have been spent since 1863 on improved two-storey barracks. In 1880, the army was 189,500 (of whom 64,520 were Europeans), and the cost was 20¾ millions. First-class commands are—Bengal, Lucknow, and Meerut; Lahore and Rawulpindi; Hyderabad and Bangalore; Scinde and Poona. Infantry regiments are to be 8 companies of 104=832; cavalry, 3 squads of 3 troops each=550. The VOLUNTEER CORPS number 33, with 8,000 men.

REVENUE.—In 1874-5, the Indian Revenue was 50½ millions, against an Expenditure of 50¼ millions. In 1880 the revenue was 60 millions. In 1881 the gross revenue was 72¼ millions (against 76½ expenditure), of which 21¼ millions were derived from land (about 4rs. a head), 10¼ millions from opium, 7¼ millions from salt (the only one paid by the people), 3½ millions from stamps, 2½ millions from customs, 3¼ millions from excise, 1 million from post-office. Of the expenditure, 28 millions (including 11½ from Afghanistan) went to the army, 3¼ millions to loss by exchange, 2½ to the police, 11½ to the Afghan war. Income-tax is abolished About five-eighths of the opium revenue were derived from Bengal; and two-thirds of the salt revenue from Bengal and Madras. The Tariff has been revised in the direction of Free Trade. Under the Budget for 1881, salt duties were reduced to 2 rupees a maund, import duties were abolished (except wine, beer, &c.), and the license tax was relaxed. Debt (1880), 153¼ millions.

Land.—In India, as in oriental countries generally, the supreme Government is lord of the soil, which is the principal source of public revenue. In Bombay and Madras Presidencies, the ryotwar system prevails; where the peasants pay direct to the crown—most of them not more than £1 a year. They hold at a yearly tenure in Madras. In the North-West Provinces, the village system is the rule; that is, the whole village stands for the joint rent. A thirty years' lease prevails. Under the zemindary system land is taxed at a permanent rate of about one rupee per begah (or 3,025 square yards) collected quarterly from the landlord, and is farmed out by him to the ryot, at a public auction, at rents varying with circumstances. Where the zemindars are in default the land is taken back, and the ryotwar system introduced, The tendency is to encourage peasant proprietors; and their social progress of late years is quite remarkable. Area under cultivation, 1 acre per head or mouth, which mouths increase 1 per cent. per annum.

In respect to *Trade*, the total value of Indian exports and imports (1873-4) was 95¼ millions. In 1874-5, it was 100¼ millions. As to *cotton* nearly 6 million acres were under cultivation, against 2 millions in 1870. In 1872-3, 809,000,000 lbs, valued at £21,250,000 sterling, were exported from India. In 1881, the imports and exports were 135½ millions, against 120½ in 1880. Of these 76¼ millions were with England, 18¾ millions with China; Calcutta and four other ports stand for 93 per cent., and 59 per cent. went through the Canal. The leading exports (1881) were—cotton, worth 15¼ millions, opium 13¾ millions, rice 9 millions, seeds 6¼ millions, indigo 3½ millions, jute 5 millions, wheat 3¼ millions, tea 3 millions, coffee £1,600,000, wool 1 million. There are 50 to 60 native cotton mills in India, mostly near Bombay: cotton is grown upon nearly 11 million acres. The trade in tea, coffee, and jute is increasing; much jute is sent to America. "Carolina rice" in Bengal is a failure. Tobacco (200,000 acres) is grown in almost every district of Bengal. Among the exports *from England to India* (1881) are—cotton goods

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valued at 26¾ millions; metals and machinery, 3¾ millions; silk, 2½ millions; sugar, 1½ million; beer, wines, &c., 1½ million; woollen goods, 1½ million. There are 650 ports and harbours, large and small, and 9,000 miles of coast. A great feature in trade is the depreciation in silver. About 150 millions of Letters, and 11 millions of Newspapers, pass through the Post-office. (N.B.—Post-offices are not known in the native states). Above 74,000 miles of Telegraph are open. For Railways, see end of *Overland Guide.*

SCENERY.—The country consists of extensive plains, and hot monotonous jungle, fertilised by numerous rivers, and interspersed with a few ranges of hills, and occasional bursts of fine scenery; but India in general is not so beautiful or so rich as the new comer expects to find it. Nevertheless, the Himalayas, West Ghauts, and Nilgiri Hills; the Cataracts of Gairsoppa, Gokak, &c.; and Falls of Kaveri; the Cave Temples, Cyclopean Tombs, Pagodas of Southern India; the Taj Mahal, and the public edifices of Agra, Benares, Calcutta, and Delhi, will amply reward the traveller Magnificent ruins are scattered all over the empire. Of 1,000 Cave Temples, 900 are in Bombay Presidency, and three-fourths belong to the Buddhists.

PRODUCTIONS, MANUFACTURES, &c., comprise—sal-ammoniac, muslins, calico, diamonds, indigo, opium, raw silks, cotton, sugar, spices, drugs, wrought silks, Cashmere shawls, rice, pepper, gold, saltpetre, cinnamon, castor oil, tea, coffee, oilseeds, cardamoms, ginger, capsicum, cumin, turmeric, pearls, chintzes, teak, tobacco, sandal wood, quinine, hemp, flax, borax, lapis lazuli, bezoar, iron, copper, coal, &c.; in fact, every production of the tropics at large is now raised in India; specimens of which, together with illustrations of the manners, dress, employments, &c., of the people, can be seen in the *Indian Museum,* London. India has every climate, and everything can be raised if properly selected. Fibrous roots grow in every hedge. The palm has "365" uses.

TRAVELLING is done by railway; or on horseback, elephant, or camel; or by bullock-cart; or by *dâk palki,* with four bearers. The dâk goes night and day, 5 miles an hour, in stages of 8 to 10 miles. Dâk or mail service is provided by the Post-office authorities at moderate charges. The palanquin is a wooden box, 8 feet by 4, and 4 feet high; roofed in, and having wooden shutters at the sides, with pockets, &c., for stores. A native some times travels in a kind of open swing, unsheltered, carried by four men.

The SEASONS are three—cool, rainy, and hot. The north-eastern monsoon blows more or less from October to March; the south-west monsoon, from April to September. Storms are common at the changes, from March to May. May is the dry heat month; September, the moist heat and worst month. The rainy season (monsoon) in Bengal begins in July, Madras in October, and Bombay in June. The hottest month in Bengal and Bombay is May; in Madras, June. The mean temperature of the coldest month is about 52°. In Tirhoot the average rainfall is 40 inches; at Calcutta, 67 inches; and any quantity short of these leads to the risk of famine. Average death rate, 35 per 1,000.

CASTES.—Among various *Castes* and sects may be enumerated:—The Brahmans, who recognise a supreme being in Brahma; the Jains, who profess a modified Buddhism, and are noted for their rich temples; the Sikhs, whose religion is a mixture of Brahmanism and Islamism; the Mussulmans, who follow the doctrines of Mahomet; the Thugs, who believe their robberies and murders to be under the protection of a Deity; the Parsees, or Parsis, a rich and influential caste, who follow the doctrines of Zoroaster, the worship of the ancient Magi, and whose influence in Western India is powerful and increasing. The Lingayet sect flourishes in the Deccan, One great and unchangeable mark of the Hindoo community is the village system, in which the inhabitants form a little republic and manage their own affairs, under a headman, whose office is sometimes hereditary. The carpenter, blacksmith, goldsmith, potter, &c., are servants of the village, and are paid by dues levied on the total produce at harvest time.—Col. Taylor's *Manual of Indian History.*

HISTORICAL SKETCH.—The first notice that historians appear to have had of this vast empire (the native name of which in the Sanscrit language is Bharuta, but whose proper appellation should be Medhyama) is in the year 2188 B.C., when Menu

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legislated here. He must have been contemporary with Menes, founder of the Egyptian monarchy, if not that monarch himself. In 1772 B.C., the great Sesostris, king of Egypt, invaded it. The Bactrian and Medean kings seem to have passed through it, and to have encouraged their subjects to carry on an extensive and lucrative trade, by means of caravans and the Persian Gulf, *viâ* the Route which it is in contemplation to re-open by the Euphrates Valley Rail. In 522 B.C., Darius Hystaspes, King of Persia, marched against its inhabitants. In 325 B.C., Alexander the Great, King of Macedon, invaded Western India, penetrated into Afghanistan, and the Punjab, up to the River Hyphasis (Beas), defeated Porus, and founded Tatta. Upon the death of this monarch, India (at the partition of his empire) appears to have fallen to the share of Seleucus, who visited it in 300 B.C. In 170 B.C. Antiochus the Great made an irruption hither, prior to his attempt to exterminate the followers of Zoroaster (the Parsees). After his unsuccessful attack little is heard of it until 1193 A.D., when the Mahometans, under Mahomed of Ghizni, surnamed Boot-Skikun, or Idol-breaker, from his zeal, overran the country, took the Gates of Somnauth, and penetrated as far as the city of Benares; which incursion was followed in 1221 A.D. by the invasion of the Tartar Genghis Khan, who does not appear to have passed the Indus. In 1389, the Mongol Tartars, under Tamerlane, invaded it and reached Delhi, which they plundered. In 1493, in the reign of John II., king of Portugal, Bartholomew Diaz doubled the Cape of Good Hope, reached Algoa Bay. In 1497, this new route was followed up by Vasco de Gama, who was the first to reach India by it, arriving at Calicut on the 22nd May. In 1525, the Mahomedan conquest of India was effected by Sultan Baber, one of the descendants of Tamerlane, and the founder of the Mongol dynasty, styling himself, the Great Mongol, or Mogul. He was succeeded by his grandson, Akbar, who reigned from 1555 to 1605, with much wisdom and discretion, and greatly enlarged his dominions.

In 1600, Queen Elizabeth granted the first charter to the Honourable East India Company, for fifteen years; and their expedition, consisting of five ships, sailed from Torbay on the 13th February, 1601, and reached Acheen (Sumatra) on June 5th, 1602. In 1609, the Company's charter was renewed by James I.; and in 1612 the Company obtained from the court of Delhi permission to establish a factory at Surat (on the River Taptee, 147 miles north of Bombay). In 1640, they also obtained the grant of 5 miles of territory along the shore, and 1 mile inland, with permission to build Fort St. George, at Madras, which in 1658 was raised to the rank of a Presidency. In 1688, Bombay, which the English had acquired by the marriage of Charles II. with Catherine of Portugal, was given over to the Company; and became a Presidency, and the seat of their government, which had previously been at Surat.

In 1615 the Emperor Jehangir, son of Akbar, received Sir Thomas Roe, the first English ambassador. In 1658, Aurungzebe, his son, dethroned his father, and reigned from 1658 to 1707: during this period the Mogul empire attained its full size, which at this period extended about 25° in latitude, and 25° in longitude; and the revenue at his command amounted to about £160,000,000 sterling.

In 1698, Calcutta and some adjoining villages were obtained, with the right to exercise judicial power over the inhabitants, and to erect fortifications which received the name of Fort William; afterwards erected into the Presidency of Bengal. Upon the death of Aurungzebe a number of weak princes succeeded each other; during whose government, in 1717, privileges were obtained from the native authorities which rendered the East India Company nearly independent, and which may in truth be regarded as the first great Charter of the English in India. Owing to the intrigues of the Nizam of the Deccan, Nadir Shah, the Persian usurper, invaded this empire in 1738, when Mahommed Shah was on the throne. During the reign of his successor, Ahmed Shah, the empire fell to pieces, and nothing remained to the descendants of the great Tamerlane but the territory and city of Delhi. In the war with France, 1746, Labourdonnais, the governor of Mauritius, took Madras from the English; which was restored at the Peace of Aix-la-Chapelle.

In 1748, by the death of Nizam-al-Mulk, the viceroyalty of the Deccan descended to Nazir-Jung (his son), and the Carnatic was governed by Anaverdy Khan. Two pretenders appeared, whose claims were supported by the French governor of Pondicherry.

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Dupleix. A successful battle was fought. Mizrapha Jung succeeded to the Deccan; Chunda Sahib to the Carnatic. Anaverdy Khan was slain, and his son, Mahommed Ali (the Nawab of Arcot), was put to flight. Dupleix became governor of India, from the River Kistnah to Cape Comorin; he was, however, superseded, and recalled to France, and thus that country lost its opportunity of holding a share of the vast empire of India. In 1749, the Rohillas defeated the last Imperial army. The Jats (Hindoo Tribe) founded a separate state in Agra; Oude was seized by Mahommed Kooli; the Mahrattas took possession of the Deccan, Malwa, Gujrat, Berar, and Orissa; and the Mongol empire became merely nominal.

In 1751, Captain Clive (Lord Clive) after the defence of Arcot, proceeded against Chunda Sahib in the Carnatic; who, after maintaining himself in the island of Seringam, surrendered, and was put to death by a faithless Tanjorene, into whose hands he fell; when Mahommed Ali was again placed on the throne. In 1756, the settlement and fort of Bengal were captured by Surajah Dowlah (Nawab of Bengal), and 156 persons was put into the Black Hole. He was dethroned by Colonel Clive; Mir Jaffier was placed on the throne; and the French dispossessed of their settlement at Chandernagore. In 1761, the Emperor, Shah Alum II., became a mere dependent upon the English. In 1761, Masulipatam was captured by the English; Pondicherry in 1762. In 1764, the Nawab of Oude and Shah Alum made an attempt to depose Mir Jaffier (who was seated on the throne of Bengal), but Colonel Clive defeated them. Mir Jaffier then intrigued with the Batavian government, who sent seven large ships to the Hooghly to force a passage. These vessels were taken by the English. That prince died in 1765, and Nussumsaib Dowla, his son, succeeded in 1766. In 1767, the Presidency of Madras was reduced to extremities by Hyder Ali, Sultan of Mysore, but peace was concluded with that prince in 1769.

In 1772, Warren Hastings became Governor of Bengal, and aided the Nawab of Oude to subjugate the country of the Rohillas, a gallant Afghan race. In 1773, an Act of Parliament was passed which made the Governor-General of Bengal, Governor-General of all India. In 1774, hostilities broke out with the Mahrattas, owing to the Presidency of Bombay having afforded assistance to a pretender against the Rajahs of Berar. The tribes occupying the west coast had risen upon the decay of the Mogul empire, and were now powerful in Tanjore, Berar, and Gujrat; the Peishwa resided at Poonah, and his authority extended to Aurungabad and Bezapore. In 1779, he formed an alliance with Hyder Ali; and their united army, commanded by French officers, shook the British power in Southern India, while a French expedition threatened the Coromandel coast. For upwards of two years Hyder Ali maintained his position in the Carnatic, but Sir Eyre Coote, in 1781, defeated him at Porto Novo and Pollalore. In 1782, peace was concluded with the Mahrattas, by which the English obtained the exclusive right to trade in that part of India. In 1783 Mr. Fox brought in his bill for the better administration of affairs in India. In 1784, peace was restored between England and France, which led to the termination of the war between the British and Tippoo Saib (the son and successor of Hyder Ali), which took place at the peace of Mangalore.

In this year Mr. Pitt brought in his Indian bill under which the Board of Control was established, and the India trade obtained a considerable importance, owing to the immense consumption of tea from China. In 1785, the celebrated impeachment of Warren Hastings took place, on the ground chiefly of his treatment of the Begum Princesses. It lasted seven years, and ended in his acquittal. In 1790, Tippoo Saib attacked the Rajah of Travancore, an ally of the English, who took the field in connection with the Mahrattas, conquered Bangalore, but retired from Seringapatam. In 1792 another expedition was undertaken against it, when peace was concluded under its walls. Tippoo Saib resigned half his territories, and agreed to pay a large sum, his two sons being left as hostages until the amount was paid. In 1793, the Charter of the East India Company was continued until three years' notice after March 1st, 1811. In 1796, a rebellion took place in the East India army, and the Governor-General, Lord Teignmouth, was recalled. On the arrival of Lord Mornington (the Marquis of Wellesley), hostilities were commenced against Tippoo Saib, to whom Bonaparte had intimated his intention of subverting the English

power in India. General Harris invested Seringapatam, and took it by assault, led by Major-Gen. Baird, in which the Sultan himself was slain divided his kingdom, and placed a British vassal on the throne, a little boy, who still lives, and has been at length allowed to nominate his successor. Tanjore was soon taken, and its Rajah made prisoner; the whole of the Carnatic was recovered, and British authority then became supreme, from the River Kistnah to Cape Comorin. In 1803, a war broke out with Sindhia and the Rajahs of Berar, which ended successfully for the British, who pushed their conquests towards the north, captured Agra, and took possession of Delhi, the capital of the great Mogul. These victories obtained for them most advantageous terms, which, together with the island of Ceylon, ceded to the English at the peace of Amiens, extended the East India Company's possessions over all the Eastern and the greater part of the Western coast of India.

War, however, was renewed against Holkar, the Mahratta chief, on account of his having infringed on the English territories, and expelled the Sovereign (Peishwa) of Poonah. General Wellesley (Wellington), at Assaye, 1804–5, Lord Lake, and other leaders completely routed that chief, together with his ally the Rajah of Bhurtpoor, and effectively destroyed all French interest in the Peninsula. In 1806, Shah Alum, the nominal emperor, died, and was succeeded by Akbar Shah (his second son), under whom the East India Company became the virtual rulers of this vast empire. His successor, Bahadur Shah, lately resided at Delhi, receiving, in public and private, the homage which belonged to his station, and having a monthly stipend of £8,000, allowed him by the Company, but possessing only the shadow of power. He was, in 1857, proclaimed King of Hindostan by the Bengal mutineers, and died in exile, at Rangoon, 1862.

In 1811, an Act was passed continuing the Charter of the East India Company till three years' notice after April, 1831, and opening the trade between the United Kingdom and India, from April, 1814, under certain restrictions. The Bishopric of Calcutta was also then created. In 1814, disputes arose between the Rajah of Nepaul and the British. This mountain war was not successful, but a peace was concluded in 1816, owing to the victorious advance of General Ochterlony. The contested districts and mountainous passes were ceded to the English, whose territories approached those of China. In 1817, the Pindarees (hordes of freebooters so called) tried to form a junction of their forces with the Mahrattas. They were, however, annihilated; an accession of territory was obtained, and the Indus became the boundary of the British possessions.

In 1824, the Burmese (a nation extending along the Eastern side of the Bay of Bengal) made an incursion into the British frontier. Their principal seaport, Rangoon, was attacked and captured. In 1826, hostilities were again commenced, and the British being victorious, obtained the annexation of the provinces of Aracan, Mergui, Tavoy, and Zea, together with a large amount of money, as an indemnification for the war. The Burmese eluded the terms of this treaty: Rangoon was again taken, and their king made to ratify the treaty of Ava. In the same year the fortress of Bhurtpoor was captured, the usurper made prisoner, and the lawful prince established on his throne. In 1833, an Act was passed, continuing the Charter of the East India Company till April 30th, 1854; the exclusive trade to China to cease from April 22nd, 1834. The Presidency of Agra (or North-west Provinces) was created; the Bishoprics of Bombay and Madras were founded; and St. Helena, which had remained in possession of the Company since 1600, with the exception of a short period when the Dutch took it from them, was given over to the British Government. In 1841, Lord Auckland, then Governor-General, owing to the intrigues of the Russian government, resolved to interfere in Afghanistan, depose Dost Mahommed Khan, and place Shah Sujah on that throne. An insurrection broke out at Cabool, when Sir W. H. Macnaghten and Sir A. Burnes, the political residents at that court, were treacherously killed. In 1842, the British troops were obliged to retreat, and the whole army, with the exception of Dr. Brydone, its sole survivor, was killed or captured. Lord Ellenborough then became Governor-General. Generals Nott and Pollock reached Cabool, released all the English prisoners, and evacuated Afghanistan. In 1844, Lord Ellenborough was recalled, and was succeeded by Sir Henry Hardinge (Lord

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Hardinge); in 1845, the Punjab was annexed, after several battles conducted by Lord Gough against the Sikh chiefs, successors of Runjeet Singh.

In 1849, the Ameers of Scinde were deposed by Sir Charles Napier, and the whole country (24,000 square miles, with a population of 1,000,000) became subject to the British nation. After which the Marquis of Dalhousie held the post of Governor-General, when another Burmese war broke out, but peace was soon restored.

In 1854, the East India Company's Charter was again renewed. In 1857, Lord Canning was appointed Governor-General, during whose administration a rupture with Persia took place, owing to that power having seized upon Herat; and a British force took possession of Bushire in the Persian Gulf, and also of Mohammerah, considered by the Persians as impregnable. In May, 1857, the Bengal sepoys stationed at Meerut, &c., mutinied against the Government, under the pretext that their caste privileges had been infringed. This very serious rising, the details of which are now matter of historical record, having been suppressed by the exertions of Clyde, Havelock, Outram, Niel, Inglis, Lawrence, and other leaders, was followed by the deposition of the kings of Delhi and Oude, and subsequently on the 1st September, 1858, by the transfer of the Company's possessions to the British Crown. India is now under the Queen's Viceroy; subject to the government of a supreme council in England; consisting of a Secretary of State, and several members of Council. Lord Elgin succeeded as Viceroy, 1862, and was succeeded on his death by Sir John Lawrence, 1863. Lord Mayo was appointed 1869, and on his assassination, 1872, was succeeded by Lord Northbrook. In 1875, the Prince of Wales visited India, and held a great Durbar of all the Chiefs. On 1st January, 1876, the Queen was formally proclaimed Empress of India. Lord Lytton succeeded as Viceroy, 1876. In 1879-80, the second Afghan war occurred; for which see Cabul, page 121. The Marquis of Ripon was appointed Viceroy 1880. "God Save the Queen" has been translated into Hindoo.—For an excellent introduction to the history of English rule in the Peninsula, see Raikes's *Englishman in India*; Col. M. Taylor's *Student's Manual of the History of India*; Col. Malleson's *Decisive Battles of India*.

CALENDAR OF PRINCIPAL EAST INDIAN EVENTS.

JANUARY.

1. The Punjab made a separate Presidency, 1859.
2. Calcutta retaken, 1757. Furrukhabad taken by Campbell, 1858.
5. Onore captured, 1783.
6. Evacuation of Cabul, 1842.
7 to 12. Cabul massacre, 1842.
8. British forces at Kandahar, 1879.
10. Cape of Good Hope captured, 1806.
11. Trincomalee captured, 1795.
12. Coote took Pondicherry, 1761.
13. Battle of Chillianwalla, 1849.
14. Vizier Ali's insurrection at Benares, 1769.
15. Capture of Pondicherry, 1776.
16. Rebels defeated by Outram, at Alambagh, 1858.
18. Bhurtpore taken after the second siege, 1826.
19. Aden captured, 1839.
21. Battle of Goozerat, 1850.
22. Surrender of Mooltan, 1849.
25. Shah Alam defeated at Patna, 1761.
26. British Flag at Hong Kong, 1841.
28. Battle of Alliwal, 1846.
29. First English Newspaper at Calcutta, 1780.

FEBRUARY.

1. Hastings quits the Government, 1785. Sinde Railway opened, 1859.
3. East India Railway opened, 1855.
5. Lord Cornwall defeats Tippoo Sahib, 1792.
6. Settlement of Singapore, 1819.
7. Nadir Shah enters Delhi, 1739. Annexation of Oude, 1856.
8. Warren Hastings restored, 1786. Battle of Kushab, 1857. Assassination of Lord Mayo, 1872.
9. Treaty of Calcutta, 1757.
10. Battle of Sobraon, 1846.
13. Trial of Warren Hastings begun, 1788.
14. Battle of Hydrabad (Sinde), 1843.
15. Treaty of Lahore, 1846. Ahmedabad taken, 1780.
16. Colombo taken, 1796. Amboyna, 1796.
17. Battle of Meanee, 1843.
19. Kandy taken, 1815. Peace with Burmah, 1826. Earthquake at Jellalabad, 1842.
20. Surrender of Hydrabad (Sinde), 1843.
21. Death of Aurungzebe, 1707. Repulse at Jellalabad, 1842.

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22. Battle of Goozerat, 1849.
23. Peace with Tippoo Sahib, 1792.
25. Bogue Forts (Canton) taken, 1841.
26. Beginning of Indian Mutiny at Berhampore, &c., 1857.
28. The Nepaulese defeated, 1816.

MARCH.

2. Ceylon taken, 1851.
3. Persian Treaty, 1857.
6. Salsette and Bassein ceded, 1775.
8. Battle of Aboukir (Abercrombie), 1801.
9. Nadir Shah entered Delhi, 1739. Treaty of Seringapatam, 1792. Sikh Treaty, 1846.
11. Death of Sir James Outram, 1863.
12. End of Nepal War, 1816.
18. Scriptures printed in Bengalee, 1800.
19. Final capture of Lucknow, 1858.
21. Bangalore taken, 1791. Battle of Alexandria (Abercrombie), 1801.
24. Telegraph opened to Agra, 1854. Khan Bahadur, Khan of Bareilly, hanged, 1860.
26. Capture of Mahamarah (Persian Gulf), 1857.
27. Defeat of Tippoo, 1799.
29. Annexation of Punjab, 1849.
30. Capture of Kotah, 1858.
31. Census of Calcutta taken, 1861.

APRIL.

2. Capture of Jhansi, 1858. Surrender of Man Singh, 1859.
5. Sindhiah defeated, 1780. Khyber Pass forced, 1842.
6. Mercara Coorg captured, 1834.
7. Akbar Khan defeated before Jellalabad, 1842.
8. Ganges Canal opened, 1854.
9. Capture of Asirghar, 1819.
11. Baree Doab Canal opened, 1859.
16. Bombay and Baroda Railway opened, 1853.
19. Sir D. Stewart defeats the Afghans, 1880, at Ahmedkeyl.
21. Insurrection at Bareilly, 1816.
22. The first East India Company's Ships sail for India, 1601.
23. Battle of Lal Dhong, 1774. Warren Hastings acquitted, 1795.
25. Almorah taken, 1815. Suez Canal begun, 1859.
26. Lord Wellesley arrived in India, 1798.
27. Surrender of Kumaon, 1815.
28. Lord Ellenborough recalled, 1844.

MAY.

1. East India Company's Charter renewed, 1854.
3. Battle of Kotah, 1765.
4. Seringapatam taken by General Harris, 1799.
6. Annexation of Oude, 1856.
7. Eastern Nara Canal opened, 1859.
8. Treaty of Gundamuk, 1879.
10. Outbreak at Meerut, 1857.
11. The Delhi Massacre, 1857.
12. Escape of Appa Sahib, 1818.
13. Cession of Surat, 1800.
15. Mutlah Railway opened, 1863. Capitulation of Malown, 1815.
16. Battle of Seringapatam, 1791.
17. Treaty with the Maharattas, 1782. Trial by Jury in India, 1790. Telegraph between Calcutta and Bombay opened, 1854.
18. Canton Forts taken, 1842.
19. Capture of Bassein, 1852.
20. Vasco de Gama reaches Calicut, 1498. Legislative Council opened, 1854.
23. Great Fire at Bombay, 1823.
28. Telegraph Cable between Suez and Aden laid, 1859.
29. First Bengal Newspaper published, 1818.
30. Canton taken, 1841. Mutineers defeated is Ghaziuddinnager, 1857.
31. Shajehan Massacre, 1857.

JUNE.

1. Clive suppresses the Mutiny of the Bengal Army, 1766. Battle of Arnee, 1782.
3. Clive takes his appointment of Governor of Bengal the second time, 1765.
5. Mutiny at Jhansi, 1857.
8. Jhansi Massacre, 1857.
9. Amoy taken, 1842.
12. Fall of Malligaum, 1818. Massacre of Futhighur Fugitives at Cawnpore by Nana Sahib, 1857,
13. Battle of Cadalur, 1783.
14. Gwalior Massacre, 1857. Battle of Nawabgunge, 1858.
15. Hurricane at Bombay, 1837.
16. Bengal declared the chief Presidency, 1773.
17. Lord W. Bentinck died, 1839. Lord Canning, 1862.
18. Calcutta attacked by Surajah Dowlah, 1756.
20. Black Hole at Calcutta, 1756. Recapture of Gwalior, 1858.
23. Battle of Plassey, 1757.

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27. Cawnpore Massacre, 1857. Runjeet Singh died, 1839.

JULY.

1. High Court established, 1862. Hyder Ali defeated by Sir E. Coote, 1781.
4. Death of Sir H. Lawrence at Lucknow, 1857.
5. Ghuznee captured, 1839. General Barnard died before Delhi, 1857.
6. Calcutta lighted with gas, 1857.
9. Vasco de Gama doubled Cape of Good Hope, 1497. Mutiny at Velore, 1806. Ex-King of Oude liberated, 1859.
11. First steamer launched at Calcutta, 1823.
12. Printing licensed, 1799.
14. Sonthal Insurrection, 1855.
15. Cawnpore Massacre (women and children), by Nana Sahib, 1857.
19. Battle of Cutwa, 1763.
22. Income Tax Act passed, 1860. The E. I. C. formed by the Union of the London and English Companies, 1702.
25. Natives admitted on Petit Jury, 1828. Defeat of English Fleet at the Taku Forts on the Peiho, 1859.
26. Earthquake in Bengal, 1854.
27. Manilla taken, 1762.
29. First Native Girls' School at Calcutta, 1849.
31. Assam annexed, 1829.

AUGUST.

1. Battle of the Nile, 1798. Income Tax Act, 1860.
2. Maharajah Ghulab Singh died, 1857.
3. Gwalior taken, 1780.
5. Cabul captured, 1840. Chusan taken, 1840.
6. Mutiny at Chitradurg, 1809.
8. Batavia taken, 1811.
9. Banda taken, 1810.
10. Scindia defeated, 1803. French defeated off Pondicherry, 1777.
11. Ahmednugger taken, 1803.
15. East India Railway opened, 1854.
17. Battle of Rohilla, 1803.
18. Seizure of Madras by Labourdonnais, 1746. Fort William College founded, 1800.
20. Capture of Delhi, 1857. Indian Army Amalgamation, 1860.
21. Surinam taken, 1798. Taku Forts captured by the Allied Fleets, 1860.
22. China Treaty, 1842.
24. Calcutta founded, 1690. Indur taken, 1804.
25. Havelock and Outram enter Lucknow, 1857.
26. Trincomalee taken, 1795.
28. Bombardment of Algiers, 1816.
30. Peace with China, 1842.

SEPTEMBER.

3. Sir L. Cavagnari massacred at the Embassy, Cabul, 1879. Sir F. Roberts marches from Cabul to Kandahar, and defeats Ayub Khan, 31st August to 3rd September.
4. Allyghur taken, 1803.
5. Capture of Malta, 1800.
9. Afghans defeated at Jugdulluck, 1842. Native army of Bengal re-organised, 1859.
11. Battle of Delhi, 1803.
12. Pondicherry taken by the French, 1746.
14. Delhi assaulted, 1857.
16. Tanjore stormed, 1773. Cape of Good Hope ceded, 1814. Cabul re-captured, 1842.
17. Surrender of Java, 1811.
18. Bombay received by Charles II. as dowry with Queen Katherine, 1662.
22. Delhi recaptured, 1857. Shere Singh deserted the English at Mooltaun, 1843.
23. Battle of Assaye, 1803.
25. Lucknow relieved, 1857.
28. Jaffnapatam taken, 1795.
30. St. Thomas's Church built at Bombay, 1687.

OCTOBER.

1. Rajah Jebul Sing hanged at Lucknow, 1859.
4. Arcot taken by Lally, 1758.
5. Cyclone at Calcutta, 1804.
7. Earthquake and hurricane at the mouth of the Ganges, 1737. Capture of Prome, 1852.
8. Nabob of Ferozepore executed for murder at Delhi, 1835.
10. Capture of Monghyr, 1763.
12. Cabul Pass forced, 1841.
13. The French take Chittapet in Coromandel, 1757. Burhampoor taken, 1803.
14. Holkar defeated by Sindia, at Indur, 1801.
15. Vijayapur taken by Aurungzebe, 1686. Beyt Fort destroyed, 1859. Sir F. Roberts at Jellalabad, 1879.
16. Henry Martyn dies at Tocat, 1812.
17. Agra captured, 1803.
18. Hostilities against the Pindarees begun, 1817.
21. Sir P. Francis arrives at Calcutta, 1774. Siege of Asseerghur, 1803.

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23. Munro wins the battle of Buxar, 1764. Battle of Katerah with the Rohillas, 1794. Battle of Balaklava, 1854.
25. Sindia defeated by Holkar, near Poona, 1802. Treaty with Burmah, 1867.
26. Battle of Bittoorah, 1794.
27. Emperor Jehangir died, 1627.
28. Hurricane at Coringa and Masulipatam, 1680.
30. Martaban taken, 1824.

NOVEMBER.

1. Battle of Laswari, 1803. War declared against Persia, 1856. Proclamation of transfer of Government to the Crown, 1858. Cyclone at Calcutta, 1867.
2. Insurrection at Cabul, Sir A. Burnes killed, 1841. Hurricane at Bombay, 1854.
4. Dost Mahomet surrendered, 1840.
6. Patna taken, 1763.
8. Cabul abandoned by English, 1841.
9. Wondewash taken, 1759.
13. Khelat taken, 1839. Battle of Deig, 1804. Battle of Kirkee, 1817.
14. Defeat of Raja Sahil and relief of Arcot, by Clive, 1751. Lord Northbrook lands, 1872.
15. East Bengal Railway to Kooshtea, 1862.
16. Battle of Poona, 1817.
17. Relief of Lucknow, by Campbell, 1857.
18. Broach taken, 1772.
20. Death of Lord Elgin, 1863.
22. Repulse at Ramnaggur, 1848.
23. Death of Havelock, 1857.
25. Goa taken by Albuquerque, 1510.
26. East India Company incorporated, 1700. First battle of Nagpoor, 1817.
28. Cawnpore relieved by Campbell, and Gwalior Contingent routed, 1857.
29. Battle of Argaum, 1803.
30. Hurricane at Calcutta, 1831.

DECEMBER.

2. Prome stormed, 1825.
3. Capture of Mauritius, 1810.
4. Abolition of Suttee, 1829. Battle of Odaipur, 1848.
6. Battle of Bangalore, 1791.
7. Hyder Ali died, 1782. First Hindoo widow marriage, 1829. Battle of Rangoon, 1824.
8. Earthquake at Bombay, 1854. Ex-King of Delhi lands at Rangoon, 1858.
9. The *Enterprize*, the first steamer from England, reaches Calcutta, 145 days, from Falmouth, *viâ* the Cape.
10. Capture of Bushir, 1856.
11. Watson and Clive arrived in the Ganges, 1756.
13. Fall of Khelat, 1839. Great Bijapoor gun, of 41 tons, cast in India, 1685.
14. Sikh war commenced, 1845. General Roberts defeats the Afghans, 1879.
15. Second Battle of Rangoon, 1824. Storm of Gwalior, 1803.
16. Battle of Nagpore, 1817.
18. Battle of Moodkee, 1845.
19. British forces at Jellalabad, 1878.
21. Battle of Mahidpore, 1817.
22. Battle of Ferozeshah, 1845. Mahrattas entered Delhi, 1772.
23. Sir A. Macnaghten killed at Cabul, 1841.
28. Salsette and Bassein taken, 1774.
29. Battle of Maharajpore, 1843.
30. Treaty with Scindia, 1803.
31. Treaty of Bassein, 1802.

SANATARIUMS IN INDIA;

AND HOW TO REACH THEM.

Mahabuleshwur, the nearest to Bombay, about 120 miles. Mean temperature, about 66°; the scenery extremely beautiful. To Poona by Great India Peninsular Rail, &c. *Matheran* and *Bandora*, considerably nearer, and both accessible by rail and palkee.

From Calcutta, the *Darjeeling Mountains*, belonging to the Sinchul range, may be reached in four days, and partly by rail. Mean temperature is about 56°. Height above sea, 7,200 feet. *Simla* and *Mussoorie* are near each other, under the Himalaya range, 80 to 100 miles from Umballah, by East Indian Rail. Simla, 8,000 feet above sea, is the usual retreat of the Viceroy and Commander-in-Chief. Others are *Nynee Tal* and *Ranee Khet*; and *Srinuggur* in Cashmere.

From Madras, the *Neilgherry Hills* are reached by rail to Coimbatore. Mean temperature at Ootacamund, the principal locality, is about 58°. *Pulnai Hills* are near Madura.

Puchmurree, in the Central Provinces; and *Mount Aboo*, for European children, in the Rajpootana States.

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There are Shops in these Sanatariums where necessaries can be bought at a low price.

HINTS ON ARRIVAL IN INDIA.

The traveller must, unless he has relatives at the Presidency to which he is bound, select one of the

European Hotels.—The expense of board and residence at an Indian inn, which accommodation consists of four meals per diem, at a *table d'hôte*, viz.:—

A cup of coffee at 6 a.m.
Breakfast, *à la fourchette* at 9 a.m.
Tiffin (luncheon).....at 1 p.m.
Dinner, with dessert at 7 p.m.

With the use of a general sitting and small bedroom is Rs. 6 per diem, or Rs. 120 per month. There are no extras except wines, beer, soda water, liquors, and spirits, all of which are charged for separately.

Clubs.—At Calcutta, the Bengal Club; at Madras, the Madras Club, one of the most extensive and striking edifices of the town, and the charges moderate; at Bombay, the Byculla Club. Any one becoming a member of one of these clubs, becomes an honorary member of the other two.

Bungalow.—The situation should be as dry and open as possible, and on high ground; the walls and beams ought to be carefully examined, as security against damp and white ants. The grounds, or compound, as they are termed in India, should contain a good deep well; otherwise it may happen in the dry season (the month of May), that 5 rupees, or 10s. per diem, are paid for the requisite supply. Water for drinking is not taken from wells, but out of tanks. The cookhouses and stabling ought to be situated some distance from the house.

Rent.—In the towns a small house can be obtained at 40 rupees (£4) per month; a moderate-sized one at 70 to 100 rupees (£7 10s.) per month; and a large one at 250 to 500 rupees (£25 to £50) per month, in desirable situations. Up-country, small houses, 15 to 30 rupees; good ones, 50 to 70 rupees. In Bombay, rents have risen enormously, and vary from 250 to 600 rupees a month. It is the dearest place in India.

Previous to taking possession, it is necessary that the utmost precaution should be observed in framing, entering into, signing, and ratifying a proper agreement. Two witnesses to attest the signatures are absolutely necessary, because deaths often take place suddenly in India, and then great difficulty exists in proving the signatures, if one party only attests a document. In short, no precaution should be overlooked, in rendering transactions with natives as binding and legal as possible.

About a fortnight or three weeks previous to the monsoons, it is advisable to have the whole of the roof retiled. Fleas and bugs are troublesome during the rains; and it is almost impossible to get rid of them at any time; or of beetles, crickets, &c. Lime juice and salt are good for the bites of mosquitoes; also bathing the parts in tamarind water.

Prickly heat or rash may be cured by sulphur soap. Carbolic acid soap is also good for mosquitoes. Avoid sleeping uncovered in the light of the full moon; it produces sore eyes, and is as much to be guarded against as standing in the mid-day sun. Hence there is a meaning in the Prayer Book version of the Psalm: "The sun shall not *burn* thee by day, nor the moon by night."

The period of the

Monsoon varies at each Presidency. In Bengal, hardly any rain falls from November till June, and scarcely a dry day occurs from July to October. The thermometer ranges from 52° in January, to 90° to 140° in May; thence it falls to 65° in August.

At Bombay, the seasons are nearly similar to those at Calcutta. At Madras, the thermometer from January to June is 75° to 87°. In July the rains begin, and the thermometer stands at 80° to 85° till December, when the rains abate.

The next thing is the arrangement of the compound into a kind of

Garden, for which it will only be necessary to send to the bazaar and purchase a few tubs, and shrubs planted in tubs, which the gardener ("mallee") will arrange about the grounds. He will then proceed to levy contributions on all the neighbouring "mallees," and, in a few days, a most luxuriant garden will spring up as if by magic. A well-disposed

Staff of Servants is one of the most difficult desideratums to effect in India. Upon making inquiries of the hotel-keepers, or respectable store-keepers in the Presidency, a complete horde of menials of all castes and descriptions will be

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forthcoming, bringing with them written testimonials. Europeans, quitting the different Presidencies, either for Europe or the interior, invariably hand their servants written characters; and it is a good plan to keep these characters by you, when engaging your servants, till they are discharged. The distinction of caste and the nature of the climate render it necessary that an European's staff in India should consist of something like the following, whose appellations are herewith given, as they are designated at the different Presidencies. N.B.—The pay of each (given below) includes board wages, as no servant (except the amah, or wet nurse) is both fed and clothed in India. First, a

Butler, or, as he is termed in Hindustanee, "khansumah;" khánsámán at Calcutta; "þutler" at Bombay; and dubash "dobash" at Madras. It is the custom at all the Presidencies to leave the entire management of the establishment to this functionary; whose duties are to keep the bazaar accounts, superintend the culinary department, make pastry, preserves, &c., bottle off the drinkables, wait at table, liquidate the house accounts, hire and discharge the other servants, and accompany his master when dining out. His pay is 15 to 35 rupees per month; his lodging is provided in the offices, but his maintenance is at his own expense. The next in rank is the

Under Butler, or "khetmutgar" or "bhaiee" (brother) at Calcutta; but "boy" at Bombay; whose duty is to wait at table, clean the plate and knives, wash up the glasses, superintend in case of the absence of the butler; by which official he is always hired. His pay is about 8 or 9 rupees; or 12 to 16 rupees, if he fills the place of head boy, instead of a butler.

Valet, or, as he is termed in India, "*bearer*," "the body servant," as in Mrs. Sherwood's *Little Henry and his Bearer*. His duties consist in handing his master a cup of coffee at 5 a.m., daily; in putting out his body linen, clothes, and boots to air, and preparing his toilet, arranging his bath, brushing the boots, clothes, and hats, arranging the things for the tailor and washerman ("dhobee"). He has also to attend his master when paying a visit. He requires to be well looked after, otherwise the stock in charge will gradually disappear in a most miraculous manner. But give him a list of things and your keys, and then you may trust him. His perquisites consist of all his master's left-off wearing apparel. His pay is 8 rupees per month. If a dressing boy or chokera be kept instead of a valet, 6 to 9 rupees.

Next to the butler, the most important domestic is the

Cook (*"Bawarch"*), whose first duties are to proceed to the bazaar at 5 a.m. daily, and purchase all necessaries required for the household, or ordered the previous night. He goes to market if no khansamah or khetmutgar is kept. These cooks are in their way clever practitioners "Considering the very primitive kitchens and cooking pots, the total absence of stoves, hot closets, and every convenience for dressing a dinner, it is matter of astonishment that anything is ever sent up fit to eat. A native cook will frequently put to shame the performances of an English one, soups, cutlets, and made dishes in particular."—*Englishwoman in India.*

His pay is 10 to 20 rupees per month, according to abilities. It is necessary that he should be provided with an

Under Cook, or cook's matey, in a large house, to fill the place of kitchen maid. This personage often pays the cook a percentage, not only for his situation, but for being taught his business. He receives little or no pay. One of the most important, as well as useful, domestics is the

Chief Hamall, or "bearer" at Calcutta, or "matey;" the head house servant, to whom is given the entire charge of the bungalow. His duty is to rise at 5 a.m., and perform the duties of a housemaid, sweep the room, clean the furniture, make the beds, bring lights, &c. He is responsible for everything that is lost or missing out of the bungalow. He also collects the house linen from the other domestics, and hands it over to the body servant, who gives him a clean supply in exchange. His pay ought not to exceed 9 rupees, or 18*s.*, per month, and he should always sleep in the bungalow. His duties and the Valet's are identical, and the two may be amalgamated. He acts also as punkahwallah. The

Under Hamalls, or "musalchee," as they are called in Hindustanee, act the part of punkawallahs, &c., and are paid about 5 rupees each per month.

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Their duties are to accompany the cook to the bazaar, wash up the culinary utensils, sweep out the cookhouse, attend to the stoves and fires, and clean the pots and pans.

Door Keeper (*"Darban"*), or "durwan," whose duty is to play the porter. Pay, about 8 rupees per month.

Sweeper, or "methranee," a female. Her attendance is required once, morning and evening. She also takes care of the dogs for an extra rupee or two. Her pay averages about 2 rupees, or 4s., per month. If, however, there is a lady in the establishment, then two attend (a male and female), both of whom receive the same pay monthly. The

Water Carrier, or "bheesti," or paneewallah, whose duty is to fill the baths; replenish the water jars, morning and evening; water the garden; wet the cuscuss tatties (mats), hung up at the doors and windows, to keep the rooms cool. His wages are 8 to 10 rupees per month.

Washerman (*"Dhobi"*), or "dhobee." His duty is to call *once* weekly for the dirty linen, which he conveys to one of the public wash-houses, called "dhobee tanka," where it is well beaten upon stones. It is then placed to bleach in the sun, and starched and ironed by the women. It must be made a rule for the linen to be returned *weekly;* and if any piece is not forthcoming immediately, the dhobee's pay should be stopped for the full value of the article. The mode of washing in India can only be compared to the process of passing old rags into a machine termed the "devil," which is used in the cloth manufacturing districts of England. Shirts made with collars and wristbands, or waistcoats, white coats, or trousers, with buttons attached to them, after their first excursion to "dhobee tank," invariably return to their owners minus those (according to every Indian washerman's ideas) superfluous appendages. They should be made with bands and holes, so that studs can be worn, and false collars and wristbands attached at pleasure. All trousers, coats, jackets, and waistcoats, should merely have button holes for studs, and not a single button or piece of tape should be attached to anything. The dhobee's pay should not exceed 8 rupees, or 16s., per month, provided there is no lady in the establishment; when that is the case he receives 10 rupees, or £1, per month.

Coachman (*"Gariwan"*), or "ghareewallah," at Bombay, whose duty is to overlook the horses, stables, grooms, and to take entire charge of everything belonging to this portion of the establishment. These men are generally capital whips, but reckless, and drive at a furious rate, which appears to be a great recommendation in the eyes of the native gentry. He has the hiring and discharging of the grooms, and his pay is 8 to 12 rupees per month, in addition to which his livery and that of the grooms should be found, viz., a hat, coat, girdle or band for their waists, and two pair of white, and one of dark trousers each. It is customary all over British India to have a

Groom (*"Sais, Syce"*—the e not sounded), or "ghorawallah." Among other duties, he fetches the gram (corn) and grass (hay), and *sleeps* in the stable near his horse. The custom of the country will not admit of a groom attending to more than one animal; nevertheless, a rigid watch must be kept over them if the stud is to be kept in anything like a good healthy condition. In order to keep horses up to the mark, *spice balls* are frequently given to them, made of ghee, or "clarified butter," spices, eggs, and sugar; these the grooms will, if at all possible, purloin for their own consumption; even the grass (hay) is not safe from peculation. On no account ought they to be allowed to sleep away from the horses. A prudent master should visit his stables *personally* the last thing at night, and see that the horses are properly cared for and bedded up, and the grooms in their proper places. Never allow one of them to *ride* a horse, but make him *lead* it. His pay is 5 to 7 rupees per month

The

Chuprassi, or "Sepoy," who wears a belt across his shoulders, as the English officer now wears his sash, on which is affixed a plated silver or gold plate, with his master's name and address engraved thereon. His duty is to carry letters, messages, receive and take money, and accompany the carriage on important occasions. He may safely be trusted with any sum of money to take to the bank or pay to tradesmen, and should have a receipt book, to bring back to his master signed, when carrying money to any parties. He does not reside on the premises, but comes at 10 a.m.

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and leaves at 6 p.m. His pay is about 8 rupees, or 16*s.*, per month. A

Tailor (*"Dizzi"*), or "dhurzee," is required to be permanently attached to the establishment. His duty is to come to the bungalow at 9 a.m. and leave it at 4 p.m. He is employed in repairing the linen, &c., which has been torn by the dhobee, in making musquito curtains, hemming sheets, table cloths, darning stockings, &c. All these functionaries are beautiful workmen; and an European who wishes to economise can purchase his own materials, and make this official cut out his garments according to the patterns sent from England. The native tailor can make up dresses and every kind of ladies' apparel, provided that a pattern is given him. Sometimes he can make bonnets. His workmanship is generally of the finest kind; but he cannot darn a stocking properly. His wages should not exceed 8 to 12 rupees. If there be a lady belonging to the family, then it will be absolutely necessary to engage the services of an

Ayah, or lady's maid. She can curl hair, dress her mistress, attend her in her bath and bed-rooms; and sleeps in the bungalow. Her pay is 14 to 20 rupees per month. The

Amah, or "dhye," is a wet nurse, generally of the poorest class; who should be approved by the medical man. She is provided with clothes and food by her mistress; being the only servant who is both fed and clothed in the house. Pay: 8 to 10 rupees per month.

The services of a

Gardener (*"Mali"*), or "mallee," or "marlee," are necessary, to attend exclusively to the compound or grounds. He daily prepares and obtains the bouquets of flowers, with which the head hamall decorates the vases. If a good one is engaged, an occasional "dustoree" (present) in the shape of a rupee may perhaps be an inducement for him to remain attached to the ménage. His pay is about 8 rupees, or 16*s.*, per month. He employs most simple instruments in his vocation, and the various uses to which he applies his *garden knife* is truly wonderful.

The Palanquin (*"Palki"*), with its establishment of palkee bearers, is going out of use in travelling; horse and bullock dawks being laid for that purpose. A bullock coach will do about 20 miles a day. When bearers can be secured, a palankeen is a comfortable conveyance, if properly packed. The rate is 5 miles an hour, sometimes 8 to 10 miles. The traveller lies at full length upon a mattress, well stuffed with down, covered with morocco leather, supported by soft pillows, having in front, at the upper end of the inside of the palkee, a shelf and drawer, on and in which are placed books, writing and dressing cases, telescope, a pair of pistols, luncheon case, biscuits, brandy, water, cigars, &c. In travelling any distance he must hire four extra bearers, and a musalchee to run by the side, with a lighted torch to guide the bearers, which he feeds with oil from a bottle slung at his waist.

Monthly Expenses.—For Bombay a fair estimate is as follows:—

	Rupees.
1. Rent	250 to 500
2. Bazaar	90 ,, 100
3. Horse	30 ,, 50
4. Servants:—	
Coachman	10 to 15
Hamall	9 ,, 10
Mussal	9 ,, 10
Cook	10 ,, 15
Ghorawallah	9 ,, 11
Sweeper	5 ,, 10
Paneewallah	8 ,, 10

Bungalow rent has risen all over India. Much depends upon the size of the house as regards the expense, but in all cases it will be necessary to purchase two kinds of matting, viz., coarse and fine, the former to be laid down *first*, in order to keep out the damp. If Croggon's patent asphalte inodorous felt can be obtained, it will be *much* better, and then the fine China matting ought to be placed over it. No curtains or hangings are required to the windows, as they not only obstruct the free circulation of air, but are receptacles for insects which swarm in this climate. In each room should be hung up, diagonally along it, a punkah (a piece of board about 2 to 3 feet wide, having a long muslin frill attached to it, fastened on by means of rings and an iron rod, made very full like the valance of a bed, about 3 feet in width) with ropes passed through the walls to enable the punkahwallahs (under hamalls) to waft it backwards and forwards. Hanging lamps are suspended from the ceilings.

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Verandahs may be covered with inodorous felt as well as fine matting. Cuscus tatties (mats) should be hung all round them and kept damp with water (the garden engine being played upon them frequently during the day), which will exclude the heat of the sun and keep the place cool. In the evening they are rolled up to allow the cool breeze to penetrate into every apartment. Windows should be closed as soon as the sun gets up, for coolness.

As a general rule, the feet of every article of furniture ought to stand in deep hollow iron moulds, which must be kept filled with salt and water in order to save them from the

White Ant.—Perishable articles of all kinds should be protected from these small, yet truly formidable, insects, which swarm in myriads all over India. They penetrate into every chink and crevice of the walls, and into all wooden trunks, except those made of camphor wood, which should be purchased to keep dresses, coats, &c., in with security, and which are sold at all the native stores. It is no uncommon thing to open a wardrobe and find the entire contents covered with masses of these destructive creatures.

Purchase of Horses.—Two are necessary in a climate where a person cannot perambulate about to transact his business, on account of the intense heat of the sun. Persian cobs are good for rough work; the colour should be iron-grey, as they bear the heat of the sun much better than chestnut or bay ones. Horses are now worth 400 to 1,200 rupees each. No good horse is bought for less than 400.

Purchase of Carriages for India is most important, the climate being so hot for the greater portion of the year, and so damp the other portion, that it is indispensable to have a vehicle which, to stand the climate, should be of the very best make and material; and we would especially warn our friends from being allured by cheapness to purchase an inferior carriage. It is very necessary to keep the carriage well washed, and the wheels damp in the dry weather, or they will be liable to split, especially if the tyres get loose. Silk or morocco lining is to be preferred to cloth, which is liable to moth, and fades. A Waterproof Coach Cover is a great preservative to the carriage. Two wheel Wrenches should be ordered to every carriage in case one is lost, there being a difficulty in replacing them, especially up country. Carriages are now built in Calcutta and Bombay.

Should the European have to work his cattle hard, he can purchase a tattie, or pony, which he can either ride about in the evening or drive in a small gig, or, as it is termed in India, buggy, which conveyance resembles the old-fashioned cabriolets; price about £80 to £120. A compact and well-built oblong carriage, called a shigram at Bombay, like a large palanquin, on wheels, can be purchased for 150 rupees (£15) to 200 rupees (£20). The conveyances turned out by the different coach-makers in the three Presidencies of India are not much inferior in quality or appearance to those of Long Acre; the parts being sent from England, and put together by the native coachmakers. A very handsome *Chariot*, or *Brougham*, complete, with leathern cushions, double set of lamps, with poles for single and double harness, costs from 1,600 to 1,800 rupees. It not unfrequently happens that, prior to the middle of May, when old residents are retiring from the service, and going to Europe, a very neat turnout, consisting of a britzka, landanlette, or phæton, harness, and a pair of horses, may be purchased for a reasonable sum. To preserve it from heat and wet it should be covered with thick brown holland or waterproof cloth. So utterly careless are the grooms and coachmen in India that it is necessary to have the wheels, &c., examined daily by them in the master's presence, prior to his venturing to drive or to be driven out. The wheel key should always be carried in the carriage, as well as the horses' halters; also well filled nose bags, as a feed of grain is an admirable support to horses in this relaxing climate.

Owing to the ravages which the formidable bandicoot, or Indian rat (the size of which is about that of a large guinea-pig), commits on cushions and the lining of all kinds of vehicles, several large iron traps must be kept constantly baited, and placed about the carriages, or else much damage will be effected by them.

Each animal in the stables has his grass (hay) placed in a rack, to which he is tied by a leathern halter; whilst his hind-legs are fastened to two wooden stakes driven into the ground by means of cords attached to leathern straps buckled to his

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fetlocks; this method keeps the legs at full stretch, as if the horse were on the point of starting off on a gallop. He has, or at least should always have, a plentiful supply of grass, or Indian hay, in his rack. A boat-load of hay should be purchased, and housed or stacked as may be best practicable, the price being from 8 rupees (16s.) to 9 rupees (18s.) per load. The Indian mode of cleaning these useful animals is for the grooms to rub them with their hands, and then brush them down with a towel; it is very seldom that the grooms can be persuaded to use either the curry, mane combs, or brushes, so that the master must insist upon both of those indispensable articles being used in the morning.

Feeds of grain, (a small grain, much resembling a parched pea, but rather larger in size) should be given to each horse, viz.:—at 8 a.m., 1 and 9 p.m. The most economical manner of purchasing this commodity is to buy several maunds (*man, mun*, equal to 100lbs. troy weight) from the boats, and to keep a stock constantly on hand, which can be easily managed by having a large wooden box, *lined with tin*, to preserve it from the depredations of the bandicoots, with a patent lock or padlock attached, and made of sufficient dimensions to hold a considerable quantity. The price varies according to the supply in the market, but it may be set down to cost about 4 rupees per maund, which is equal to 100lbs. troy weight, or about 82lbs. avoirdupois. The supply should be laid in *previous* to the rainy season. The key of the **Grain Chest** should be handed to the coachman, who is responsible for everything. The natives invariably give their cattle every morning, as soon as they have been cleaned (about 6 a.m.), a spice ball, which in dimension is as large as a good-sized cricket ball; the ingredients consisting of green ginger, sugar, ghee (clarified butter), and eggs. They are purchased from the spice ball "wallah" man, who contracts to supply the stud with them at the cost of 2 rupees (4s.) per month for each horse *one* daily. The European will do well to inspect the feeding of his horses at six in the morning, or it is a great chance whether the cattle ever *taste* them, the grooms themselves being particularly fond of everything *spicy*. The quantity of water given is unlimited, precaution, however, being taken that the animal is never allowed to drink when overheated, or to be driven, or rode hard, after watering. In the rainy season it will be imperative to have the neck and loins encased in light waterproof hoods. In case of the slightest symptom of sickness, send *instanter* for the veterinary surgeon. If horses stand still for any length of time, let a cloth be thrown over the loins, and, after sweating, let them be well scraped down: a cane, or thin iron scarpel, should always be carried in the vehicle for that purpose, as well as two feather brushes, which the grooms should use to drive away the insects that swarm around and torment them. A prudent European, who takes any pride in the appearance and comfort of his stud should, previous to retiring to rest, satisfy himself personally that his horses' comforts and wants have been attended to.

We may now reckon the

Cost of an Establishment in India,

as under:—

	Rupees.
Furniture, from	2,500
Glass, China, Lamps, Culinary Utensils, &c., Household Linen, from	1,500
Two Horses, from	1,200
Carriage, from	1,500
(Cost of a Shigram)	900
Harness, &c., from	100
Which entails an outlay of	Rupees 7,700

Accounts may be kept in the form used in the Butler's Bazaar Book.

DR. BAZAAR EXPENSES. CONTRA. CR.

1884.	R.	1884.	R.	A.	P.	P
January 1.		January 1.				
To Cash....	5	By Leg of Mutton.	0	6	0	0
		,, Curry.....	0	2	1	2
		,, Vegetables	0	10	2	0
		,, Fire Wood	0	3	0	0
		,, Duck	0	8	0	0
		,, Fish.....	0	8	0	0
		,, Fowl.....	0	4	0	0
		,, Pine Apple....	0	4	0	0
		,, Custard Apple..	0	2	0	0
		,, Mangoes	0	8	0	0
		,, Pomegranates ..	0	4	0	0
		,, Rice.....	0	4	0	2
		,, Ice	0	8	0	0
		,, Ghee (Clarified Butter) for cooking meat..	0	8	0	0
Rupees..	5	Rupees..	5	0	0	0

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As to medical attendance and medicines, it may be as well to inform the inexperienced European that the most economical plan is to contract with his medical adviser by paying him a fee of 100 rupees, or 200 rupees, per annum for his attendance; but that will not include the medicines he may require, the cost of which is very considerable. The most prevalent diseases to which Europeans are subject in India are fevers, dysentery, constipation of the bowels, cholera, liver complaint, rheumatism, and boils. It is essentially necessary that the civilian should always have a well-furnished

Medicine Chest, as well as South's "Household Surgery," in his possession, especially as attacks of such maladies are so sudden in this country, where it is often utterly impossible to command *immediate* medical advice. Medical men are much engaged, and often have a great deal of ground to get over in visiting their patients; hence, a medicine chest will always prove of valuable aid to all classes of Europeans and to the Natives residing near their bungalows. A small one should contain as follows:—Quinine, rhubarb, magnesia, ammonia, eau de luce, chloroform, confection of senna, ipecacuanha, tartar emetic, laudanum, Dover's powders, James's powders, calomel, prepared chalk, piline and oil silk for poultices, and blistering liquid. Castor oil can be got in the country. Chlorodyne (20 to 40 drops) is good for purging and indigestion.

Wet Season.—As soon as the monsoons commence, the sitting and bed rooms ought to be well aired, all windows and doors closed during the rains; but when a fine day occurs, every possible advantage should be taken of the opportunity to open the whole of the house, and give everything a good airing. It may be well to observe that, in the Presidency of Bombay, such an opportunity occurs every sixth or seventh day during the continuance of the rains. The European must not forget to take care of his stud and domestics as well as himself, for colds and diseases of all kinds are always more prevalent at the beginning and end of the rains, in all hot and tropical climates than at any other period of the year; except during the hottest month, when fever, dysentery, &c., commit frightful ravages. Horses should be well fed, have hot mashes given to them every night, and they, as well as the domestics, engaged in outdoor employment, should be clothed in waterproof garments.

System of Diet.—In India, "Englishmen," said Sir C. Napier, "take too much animal food and too much beer, and sleep too much." It is as safe as home, provided fair precautions are taken; still a few hints may be requisite. Eat nourishing food, but all kinds of stimulants, such as pale-ale, brandy diluted with water, port wine, champagne, &c., should be taken in *moderate* quantities. Light wines, as sherry, moselle, sauterne, barsac, &c., should be avoided, as they turn sour on the stomach. Neither should fruit of any kind be eaten, unless *quite* ripe, and then only in moderate quantities. *Iced champagne* (called "Simpkin" in India) is very efficacious in cases of dysentery, &c.; when an European is attacked with those diseases, he should not attempt to stop the purging directly, but simply take a soothing mixture, and send for his medical attendant, to whom application should be made immediately any illness occurs. Although the *Oysters* in many parts of India, and especially at Mahim, near Bombay, are large and fine, medical men are of opinion that Europeans should not *indulge* in eating them, as they almost immediately bring on diarrhœa. Care should be taken to always keep a blanket placed on the mattress of every bed, both in the warm, dry, and wet seasons.

Early rising is essentially necessary, as it enables the European to perambulate in the cool of the morning, and tends to keep the body in a healthy condition, which is almost next to an impossibility, if walking exercise is not taken regularly; and to do so after dusk has closed in is far from prudent, on account of the heavy dews which generally fall at that time. Precaution should be used in the indulgence of cold or tepid baths. One, or at the most two, baths daily (and those tepid) are quite sufficient, unless the person is a valetudinarian, in which case medical instructions should be taken.

Above all things, Europeans are strongly advised to keep their bowels in a healthy condition, for constipation is equally as fatal as relaxation. All draughts should be avoided as much as possible, for rheumatism is a disease which commits most frightful ravages on Europeans. When attacked, the parts should be constantly well rubbed with kyaputty oil.

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Pale Ale may be bought at Rs. 5 to 6 per dozen bottles, at the ports. It is dearer up the country.

European Condiments.—All these can now be purchased at a fair price in India.

Cocoa Nut Oil, formerly an article of general consumption, is now superseded by the American Kerosine; the average price being Rs. 5 for a five gallon tin.

As no regular **Wine Cellars** are to be found in any of the bungalows, the civilian will find it necessary to turn a room into one, in which case he should have bins erected, with a good supply of sawdust and a patent lock fixed upon the door; and, as there are never any store closets, part of the room might also be fitted up as a store room, care being taken to have a kind of moveable press, with drawers, having compartments lined with tin, and standing away from the wall, fixed on moveable legs, in as airy and dry a situation as possible. As to

Provisions, considerable trouble and annoyance will be saved by laying in regular monthly supplies of all articles of general home consumption, purchasing them in bulk and not in small quantities—for instance, rice, potatoes, onions (which should be hung up, away from the walls, in cane baskets), and arrowroot, by the maund; tea (black and green); sugars (Muscovado and candied); raisins, currants, almonds, dried fruits (Persian and American); biscuits, champagne, claret, and brandy by the box; figs by the drum; pale ale (if not imported direct) and wines, by the cask. All the drinkables can be cooled and iced, as there are now ice houses at Bombay, Madras, and Calcutta, well supplied from America (several large ships arriving with cargoes annually). Ice is a great and necessary luxury in such an intense climate, and the Hamalls can be sent in daily for it.

The peculiar nature of the Indian climate renders it imperative that the European resident should take the precaution to have his entire wardrobe, both personal and household, well examined, and put out in the sun for an airing at least once a month. His coats, hats, &c., should be well brushed and dusted; his boots kept on trees and well cleaned; his gloves aired and kept on hand trees; the covers of his chairs, sofas, &c., taken off and placed in the sun; his beds and furniture well beaten, dusted, and exposed to the heat; his books all dusted separately, and his papers examined, or else he will find them (even in the height of the hot season) eaten up with mildew, damp, and stained. In two months everything in his entire ménage will be quite spoiled if this precaution is not put in practice. In the rainy season patent stoves must be used, in which charcoal must be burnt, one being placed in every room in the bungalow, care being taken to have a window open to allow of the free egress of the heat from the apartments.

The consumption of

Firewood being very considerable, the European will do well to purchase the same by loads, and to keep up a good supply of this necessary article in his ménage. Another article of considerable importance in every household during the monsoons is **Charcoal,** which is employed to air the rooms, in order to keep them as free as possible from the damp, which is so prevalent at that season of the year in India. This commodity must be purchased in bulk, and not in small quantities, and kept under *lock and key*. Perhaps, the best way is to contract for a supply with the cook, at about Rs. 8 to 10 a month. It can be made by throwing water on lighted wood, when it is red hot.

Native or European Storekeepers.—It is not customary when the European enters a store to order or purchase any article, to receive a bill of parcels, but the account is invariably rent with the goods to his bungalow, the carriage or porterage of which *must* be defrayed by the buyer. The caste denominated *coolies* are employed in such offices. The pay of each, whether man, woman, or child, averages about ¼ rupee (6*d*.) per diem; these people are also employed in the removal of furniture, and it may be as well to state that, whenever the European has occasion to change his domicile or quarters, it will be necessary for him to employ a native upholsterer, who will send his own gang.

The punctual payment of *Servants' Wages* is really a *boon* to them, and will ensure good attendance and willing compliance with instructions, since nearly all are family men, whose wives and families sometimes live up the country, to whom they have to send their monthly subsistence money; which they are unable to do if their pay is withheld from them.

Investments may be made in the purchase of government paper, bearing interest at the

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rate of 3, 4, and 5 per cent. This investment is similar to Exchequer bills; so that if the European should at any time require ready cash, and yet not feel disposed to sell his government paper, he can always obtain a loan upon it from any of the banks, by placing it in their hands as collateral security, to be redeemed at the expiration of three months, and paying a reasonable interest, the current rate being 9 per cent.; but if that security is not redeemed at that period, it will be disposed of, or taken by the bank to its own credit at the market price, and the balance handed over to the depositor.

At each of the three Presidencies there are several old established European firms who act as Bankers, in whose good faith and integrity the most implicit confidence may be reposed, and it is to them that the European should apply as regards his monetary matters, and from whom he will always receive every information connected with the markets and exchanges in India and Europe.

Every firm has either its Parsee, Hindoo, or Banyan broker, to whom is entrusted the selling of all consignments, as well as the purchasing of shipments.

BRITISH INDIA OR IMPERIAL WEIGHTS AND MONEY.

The unit of weights is the Tola=180 grs. Troy =$6\frac{19}{175}$ drs. Avoirdupois.

5 Tolas	=1 Chittack	=$2\frac{2}{5}$ oz. Avoir.
"	"	=1 oz. 17½ dwts. Troy
16 Chittacks	=1 Seer	=$2\frac{2}{5}$ lbs. Avoir.
"	"	=2½ lbs. Troy.
40 Seers	=1 Maund	=82⅔ lbs. Avoir.
"	"	=100 lbs. Troy.

The Bazaar Seer is 2 lbs. 0 oz. 13 drs., and the Bazaar Maund, which is generally used, is 82 lbs. The Factory Seer is 1 lb. 13 oz. 14 drs., and the Factory Maund is 74 lbs. 11 oz. Thus 100 Bazaar Maunds=110 Factory Maunds, and 3½ Factory Maund=1 cwt.

A Maund of oil issisteen bottles. A Seer of milk is a quart. Meal, ghee, sugar, charcoal, vegetables, brass, and copper goods, and fish, are sold by the Seer. A Pullah (dry measure) is about 120 Seers. For grass or hay a pullah means a handful.

For goldsmiths and jewellers

1 Dhan or Grain	=$\frac{1}{11}$	grs. Troy.
4 Dhans	=1 Ruttee	=1⅛ "
8 Ruttees	=1 Masha	=15 "
12 Mashas	=1 Tola	=7 drs. 19 grs. Troy.
"	"	=$6\frac{19}{175}$ drs. Avoir.

The standard coin of British India, and the legal medium of circulation, is the silver Rupee, weighing 180 grs. Troy.

1 Pie		0	0 0½
3 Pie	=1 Pice	=0	0 0$\frac{6}{8}$
4 Pice	=1 Anna	=0	0 1½
16 Annas	=1 Rupee	=0	2 0 at par.

1 Lac=100,000 Rs.=£10,000.

1 Crore=100 Lacs=£1,000,000.

The par value of the Rupee varies with the money market. In 1856-7, it was 2s. 1½d.; in 1866-7, 1s. 11d.; in 1871-2, 1s. 11⅝d.; in 1874-5, 1s. 10½d.; in 1875-6, 1s. 9⅝d.; on 1st April, 1876, at the beginning of the financial year, it was 1s. 9d. In 1882-3, it was 1s. 7½d. to 1s. 8d.

A gold piece of 10 Rupees is coined, worth in the market 10½ to 10¾ Rs. The Gold Mohur=16 Rs. or 32s., weighs 180 grs. Troy; but is now seldom to be met with, because the natives like to convert it as well as the sovereign, into ornaments.

Sicca Rupees were nominal coins, referred to in the money market, but not issued. To convert them into current Rupees, add 1-15th; or subtract 1-16th from current Rupees.

Table of Rupees and Pounds Sterling according to the exchange, from 1s. 7d. to 1s. 10½d.

Rupees.	At 1s. 7d. per Rupee.	At 1s. 7½d. per Rupee.	At 1s. 8d. per Rupee.	At 1s. 8½d. per Rupee.	At 1s. 9d. per Rupee.	At 1s. 9½d. per Rupee.	At 1s. 10d. per Rupee.	At 1s. 10½d per Rupee.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5	0 7 11	0 8 2	0 8 4	0 8 7	0 8 9	0 9 0	0 9 2	0 9 4
10	0 15 10	0 16 3	0 16 8	0 17 1	0 17 6	0 17 11	0 18 4	0 18 9
20	1 11 8	1 12 6	1 13 4	1 14 2	1 15 0	1 15 10	1 16 8	1 17 6
30	2 7 6	2 8 9	2 10 0	2 11 3	2 12 6	2 13 9	2 15 0	2 16 3
40	3 3 4	3 5 0	3 6 8	3 8 4	3 10 0	3 11 8	3 13 4	3 15 0
50	3 19 2	4 1 3	4 3 4	4 5 5	4 7 6	4 9 7	4 11 8	4 13 9
60	4 15 0	4 17 6	5 0 0	5 2 6	5 5 0	5 7 6	5 10 0	5 12 6
70	5 10 10	5 13 9	5 16 8	5 19 7	6 2 6	6 5 5	6 8 4	6 11 3
80	6 6 8	6 10 0	6 13 4	6 16 8	7 0 0	7 3 4	7 6 8	7 10 0
90	7 2 6	7 6 3	7 10 0	7 13 9	7 17 6	8 1 3	8 5 0	8 8 9
100	7 18 4	8 2 6	8 6 8	8 10 10	8 15 0	8 19 2	9 3 4	9 7 6
1000	79 3 4	81 5 0	83 6 8	85 8 4	87 10 0	89 11 8	91 13 4	93 15 0

Exchange (1883) about 1s. 7½d. the rupee; 3s. 9d. the dollar.

Table of Daily Pay or Allowance,

From 1 to 1,000 Rupees, for a Month of 28, 29, 30, and 31 days.

Rupees per Month.	Month of 28 Days.			Month of 29 Days.			Month of 30 Days.			Month of 31 Days.		
	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.
1	0	0	7	0	0	7	0	0	6	0	0	6
2	0	1	2	0	1	1	0	1	1	0	1	0
3	0	1	9	0	1	8	0	1	7	0	1	7
4	0	2	3	0	2	2	0	2	2	0	2	1
5	0	2	10	0	2	9	0	2	8	0	2	7
6	0	3	5	0	3	4	0	3	2	0	3	1
7	0	4	0	0	3	10	0	3	9	0	3	7
8	0	4	7	0	4	5	0	4	3	0	4	2
9	0	5	2	0	5	0	0	4	10	0	4	8
10	0	5	9	0	5	6	0	5	4	0	5	2
20	0	11	5	0	11	0	0	10	8	0	10	4
30	1	1	2	1	0	7	1	0	0	0	15	0
40	1	6	10	1	6	1	1	5	4	1	4	1
50	1	12	7	1	11	7	1	10	8	1	9	10
100	3	9	0	3	7	2	3	5	4	3	3	7
200	7	2	3	6	14	4	6	10	8	6	7	3
300	10	11	5	10	5	6	10	0	0	9	10	10
400	14	4	7	13	12	8	13	5	4	12	14	5
500	17	13	9	17	3	10	16	10	8	16	2	1
600	21	6	10	20	11	0	20	0	0	19	5	3
700	25	0	0	24	2	2	23	5	4	22	9	3
800	28	9	2	27	9	5	26	10	8	25	12	11
900	32	2	3	31	0	9	30	8	0	29	0	9
1000	35	1	5	34	7	9	33	5	4	32	4	8

CURRENCY NOTES.—India has had, since 1862, an authorised *paper currency* for notes from 5 Rs. upwards, as 10, 20, 50, 100, 500, 1,000, and 10,000 Rs. Head offices of issue are—(1) Calcutta; (2) Madras; (3) Bombay. Subordinate offices—(1) Allahabad and Lahore; (2) Calicut, Coconada, and Nagpore; (3) Kurrachee and Akola. Notes are issued for gold; reckoning 10 Rs. 4 annas per *Sovereign*, 5 Rs. 2a. per *half-sovereign*; 30 Rs. per double *Mohur*, 10 Rs. per ½ Mohur, 5 Rs. per ¼ Mohur.

Silver coins may be obtained at the banks, or of the money changers in the bazaars. Some of the wealthiest native merchant princes of India have in early life pursued this humble yet lucrative calling. It is not unusual to see several groups of young men of various castes, not more than 16 years of age, with piles of copper coins (annas, pice, and pie) placed before them (the rupees being carefully kept in bags on their persons), sitting cross-legged on old Persian rugs laid on a small piece of board in the Bazaars following this vocation; the Natives approaching them with bank notes and rupees, and seeking silver and copper in exchange, for which accommodation they pay a small commission.

MAILS.—The arrival of the European mails is signalled at each of the Presidencies as soon as the steamer is discerned from the lighthouse, and the flag, with the balls, continues flying until the steamer anchors off the harbour. This signal is telegraphed and answered by the various flag stations situated about the vicinity of the town, so that all the residents in the suburbs are enabled to send their sepoys into the General Post-Office for their

Letters and Newspapers, which are obtained six or eight hours after the packet's arrival.

For the Home Mail, letters take longer by 5 or 6 days. The postage of Indian Newspapers prior to transmission to Europe must be prepaid.

Post Office Orders for England.—Must not exceed £10, and vary slightly with the rate of exchange. The present scale, at 1s. 8d., is about as under:—

£	s.	d.		R.	A.	P.
10	0	0	costs	120	0	0
7	10	0	...	90	0	0
5	0	0	...	60	0	0
2	10	0	...	30	0	0

For intermediate sums, deduct from the cost 8 annas for every shilling, and 8 pice for every penny.

MANNERS AND CUSTOMS.

The European will always receive at the hands of the natives the most studied politeness; and he should behave towards them with the most scrupulous good breeding and consideration; above all, let him *never scoff or jeer at, meddle with, or ridicule any of their religious scruples*, ceremonies, or observances, however strange they may appear to him; for religious toleration is permitted, in the most *extended* acceptation of the expression, throughout the whole empire of India; and nothing sooner incurs the ill-will and detestation of the natives than any uncalled for interference with their religious matters.

In the East, respect is shown by uncovering the *feet* on entering a house or tent; and as no Asiatic considers the smallest mark of respect trifling, whatever an Englishman may think, the custom should always be strictly enforced with the natives.

The European will derive much amusement from the mode of trading which is adopted by

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the *Boras*, or Indian hawkers. These Natives are always accompanied by two or three coolies, who carry their enormous large packs on their heads, and call, *en passant*, at almost every bungalow, whether the abode of a Chota, or of a Burra Sahib, where they expose their heterogeneous merchandise for sale. It is impossible to transact business with them, or indeed with any of the natives, without much haggling, to which the European must submit. Their perambulations are a matter of great convenience to European ladies, especially if their residence is situated at some distance from any of the principal towns in the Presidencies.

At the native marriage festivals, dances are performed by

Meeraseens (which signifies "inheritress," from the habit of whole families never changing the set), who play on the native drums, such as the tabla, dholuk, and munjeera. They are modest in their deportment and dress, and are accompanied by others, called Kunchenee, Hoorkenees, Bazeegarnees, Dharees, &c. In dancing, these females (some of whom constitute the Indian social evil) present very picturesque figures, but are encumbered with too much drapery. Their evolutions are of unvarying monotony.

SPORT.

With the exception of jackal and snipe shooting, little sport is to be found in the immediate vicinity of any of the three Presidency towns. There is, however, the Calcutta Hunt, the hounds of which are of English breed; and in the months of February, November, and December, jackals abound, and afford good sport.

Should the European be located in the interior, he will have an opportunity of enjoying capital tiger, wild buffalo and boar (or pig), and bear hunting; the first in Bengal, and the two latter in the Deccan; but, if in the centre of India, he can course the antelope, in which greyhounds are employed. The elephant, bison, rhinoceros, alligator, are found here and there. A close-time has been proposed for the bison, nylgau, antelope, jambur, chetah or hunting leopard, chikarah-bekri, hog, deer, hare, birds, and fish for food. Of about 150 species of snakes 20 are poisonous.

ANTIQUITIES.—Many instructive and entertaining hours may be passed by him in visiting the curious and magnificent ruins of old Temples, &c., which abound in this country If he is stationed in Southern India, the Hindoo temples and Pagodas will be the objects of his attraction. If in Western India, or the Deccan, he can explore the *Cave Temples* of Verrool and Adjunta; those on the islands of Salsette and Elephanta, in the vicinity of Bombay; and also the splendid Falls of Gairsoppah, four in number. If living in, or travelling over, Upper and Central India, the Pagodas are worthy his notice, and the splendid remains of sculpture near Oojein (Malwa), Oomerkantuck (Gondwana), Gujerat, Mahabuleshwar, Orissa (Juggernaut Temple), Futtehpore Sikri (near Agra), Deeg, Bukkur, and Roree Islands, Forts on the Indus, Secundra, Delhi (Jumma Musjid, Mausoleum of Humayoon, Kootub Minar), Agra (Taj Mehal), Oude (Lucknow, Tombs of Nabob Saadut Ali, Gate of Roum, and the Imambarra), Benares and Ajmere (Sheik Rajah Mooadeen's tomb). The Archæological Survey is under Gen. Cunninghame.

Missions.—Protestant Missions to India, Burmah, and Ceylon are carried on by 35 societies, employing above 600 missionaries (of whom 11-12ths were ordained), at 522 principal stations and 2,500 subordinate stations. In 1872, the native communicants were 78,500, out of 318,360 converts. The contributions of the natives amounted to £16,000. There were 380 native ordained ministers.

Almost all the leading towns have a Missionary. Besides teaching them a purer religion they know the natives well; they supply medical help; they cultivate the native languages and literature; they compile dictionaries and grammars; and write works on the native classics and systems of philosophy. In ten years, 1862-72, they issued 3,410 new works in thirty languages.

In 1872, the Protestant Mission Schools were as follow:—For Males, 2,250 Vernacular Schools, with 66,240 boys; 412 Anglo-Vernacular Schools, with 43,515 boys and students, besides 2,337 students who passed the University. For Females, 789 Schools, with 29,016 girls.

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One general effect of their teaching is the improvement of the moral standard of the people, whose ideas are raised by the circulation among them of English literature, and by observing the spirit of freedom, benevolence, and justice which pervades the English rule.

The Roman Catholics in India are estimated at 1,100,000; chiefly at Goa, Pondicherry, Virapalli, Madura, and Trichinapalli.

Government Schools.—Divided into primary or lower class, middle, high or college schools, and normal schools. Education is making good progress in India, in each *Presidency*. With respect to schools for female education they are not increasing; and more good is expected from the Zenana Mission than from female schools.—(*Statement* of 1873-4). The Hindoo Lalona was begun (1877) by a native lady for the benefit of native women. A satisfactory progress is making in the Punjab, the North-West Provinces, &c., and in the native states, where most of the rulers do their best to encourage education.

The Vernacular Press numbers 700 papers, which are reported on by four reporters for Government information. "Samarchan Darpan," the first native paper, was begun 1822. The first English paper was "Hickey's Gazette," 1780.

Survey of India.—Carried on under a Surveyor-General, Col. Thuillier, at Calcutta, and a Superintendent, Col. Walker, at Dehra Doon. The first step towards this great work was begun 1763, by Major Rennell, with route surveys, through a territory 900 miles long by 300 miles broad, from Bengal to Agra. But the great Trigonometrical survey of India, which serves as the framework to topographical and revenue surveys, and for forest, geological, and other purposes, was not commenced till 1802; when Major Lambton measured a Base Line, near Madras, and began the Great Arc Series of Triangles; which were carried on by his successor, Sir G. Everest, 1823. who completed the Great Meridional Arc through India, and the "gridiron" system of triangles, by which the lines running north and south, from Cape Comorin to the furthest Himalaya, are tied with others running east and west, from coast to coast. Sir A. Waugh, who succeeded, 1843, carried forward the work to the Himalayas, where the heights of every peak were measured, and the highest of all (29,002 feet high) was named Mount Everest. He was followed, 1861, by Col. Thuillier. In 1867, the series of triangles came back to Madras, when the difference between the first measurement and re-measurement of the Bangalore Base Line was found to be only one-quarter of an inch. The whole of India, including Sindh, is now covered by a network of triangles. The survey costs about £60,000 a year, or £240,000 for all purposes. Instruments are tested at the Store Department Lambeth; and the topographical maps, on a scale of 1 mile and 4 miles to an inch, are published at the Geographical Department of the India Office. A late attempt to carry spirit levelling across the peninsula from Bombay to Madras ended in making the sea level 3 feet higher at Madras—due to an error in the operations.

Since 1871, a statistical survey has been carried on by Dr. Hunter, Director-General of Statistics, who has published the "Gazetteer of Bengal," in 20 vols.; and the "Imperial Gazetteer of India," 9 vols.

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SKELETON ROUTE VII.

OUTWARD.

LONDON to MARSEILLES, GENOA, FLORENCE, ROME, NAPLES, SICILY, MALTA, ALEXANDRIA, &c.

French Messageries Steamer leaves Marseilles for Naples and Alexandria, every Thursday, and connects at Suez with the P. and O. Steamer for Bombay, at through fares.

Peninsular and Oriental Steamer from London arrives at Malta every Thursday.

Florio-Rubattino Steamers from Genoa and Naples to Alexandria, three times a week; some call at Southampton.

Orient Steamer calls at Naples every two weeks, and at Brindisi for the New South Wales mail.

General Steam (from London), and **Anchor Line** (Liverpool), call at Genoa, Naples, Palermo, &c.

Distances and time of Journey (exclusive of stoppages), London to Dover, by rail, 90 miles, to Calais, by steamer, 25 miles; to Paris, by rail, 236 miles; to Marseilles, by rail, 534 miles. Total time to Marseilles, about 30 hours. To Genoa, by steamer, 18 hours; to Leghorn, by steamer (daily), 12 hours; to Florence, by rail (61 miles), 3 hours; to Rome, by rail (223 miles), 8 hours; to Naples, by rail (163 miles), 5 hours; to Messina, by steamer, 16 hours; by steamer to Palermo, 10 hours; to Malta, by steamer, 20 hours; to Alexandria, by steamer (819 miles), 4 days. Genoa may be seen in 2 days, Florence in 3 to 4 days, Rome in 8 days, Naples in 5 days. Messageries steamer distances from Marseilles—To Naples 448 sea miles, Port Said 1,100, Suez 87; total, 1,635 miles.

Travellers preferring the land journey, from Marseilles to Florence, may take the rail to Nice, 6 hours; thence along the Riviera, by rail, to Genoa, 11 hours; Pisa, 7 hours; Florence, by rail, 3 hours.

Fares.—See *Bradshaw's Continental Guide*. To Marseilles by French Messageries ticket, *viâ* London, Chatham, and Dover, South Eastern, or Brighton Rail, and through France, £5 18s. to £7 5s. (1st class), allowing a break of journey at Paris, Lyons, &c.

Luggage.—In France, 66lbs. are allowed. In the Mediterranean steamers, 220lbs. 1st class; 120lbs. 2nd class; 60lbs. 3rd class. In Italy, it may be left at the stations, or forwarded, as required. Baggage may be shipped in the P. and O. Steamer, at the Docks, London, to meet the owner at Malta. See Route 1, page 1.

HOMEWARD.

ALEXANDRIA to MALTA, PALERMO, THROUGH ITALY, to ENGLAND.

Peninsular and Oriental Steamer arrives at Malta every Sunday or Monday, and now proposes to call at Marseilles. Malta to Palermo, &c., by local steamer. Baggage for England may be shipped in P. and O. Steamers for Plymouth and London.

Messageries Steamer leaves Alexandria for Marseilles every Tuesday.

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ROUTE VII.

LONDON TO MARSEILLES AND MALTA, THROUGH ITALY AND SICILY.

Travellers intending to pursue this route should, prior to engaging their passage at Marseilles, ascertain whether any quarantine exists in the Italian ports; otherwise they may find themselves prisoners in the vessel, or shut up in a Lazaretto, for several days.—See *Bradshaw's Handbook to Italy, Continental Guide, &c.*

For Paris, Lyons, &c., see former Routes.

Marseilles, as in Route 9.

We then proceed by Florio-Rubattino or Fraissinet boat to the city of

GENOA

(Genova La Superba, or the Proud).

Railway Station and Telegraph.

HOTELS.—Grand Hotel de Gènes; Grand Hotel de la Ville; Hotel Isotta; De France; Trombetta; Etrangers.

Population, 179,600. Tariff—as at Marseilles. Coin the same as in France.

BRITISH CONSUL.—M. Y. Brown, Esq.

BANKS.—Granet, Brown, and Co.

RAILWAYS, or "Strade Ferrati," to Nice, Alessandria, Asti, Voltri, Spezia, Pisa, Turin, Geneva, Lyons, and Paris; *viâ* Milan for the St. Gothard Tunnel.

POST-OFFICE.—Letters arrive from England at 2 a.m.; depart for England about 5 p.m.

Cittadines, Omnibuses, and Tramways are in use.

STEAMERS:—To Bastia, Leghorn, Civita Vecchia, Naples, Messina, Palermo, Malta, London, Liverpool, Tunis, and Bombay. It is the head-quarters of the *Florio-Rubattino Line* to India. Messrs. Carlo and Co. are agents for H. S. King and Co.—For fares and periods of sailing, see *Bradshaw's Continental Guide.*

OBJECTS OF NOTICE.—The City Palace (formerly the Palazzo Doria Torsi), sometime the residence of the late Queen Dowager Adelaide, of England; the Palaces Leira, Rossi, Spinola, and Pallavicini ("Strip my neighbour"); Cathedral of St. Lorenzo, Churches of Sta. Annunciata and Sta. Maria Carignano, the view from the top of which is exceedingly picturesque and beautiful; San Ambrosia; Lighthouse; Accademia Letrestion delle Belle Arte, in the Piazza Carlo Felice; Theatre, Arched Promenade along the Quay, and the Pier Harbour; and the Campo Santo. The velvet manufactures and filigree shops should be visited.

PLACES IN THE VICINITY.—A multitude of beautifully built and picturesquely situated villas, especially Villa Pallavicini, on the Riviera.

Thence per steamer to

LEGHORN (Livorno)—*Railway Station and Telegraph.*

Population, 97,700.

HOTELS.—Nord; Grande Bretagne; Vittoria; Washington.

BRITISH CONSUL.—

UNITED STATES CONSUL.—C. P. Barnard, Esq.

COIN.—Lira, the legal currency=8d. English
20 Lire=£1 or Sovereign, British.
24 Lire=1 Napoleon.

BANKERS.—Maquay and Co.; Macbean and Co.

The traveller should here convert his gold into the specie of the country, at least as much as he may require for his Italian tour.

RAILWAYS.—To Pisa, Rome, Empoli, and Florence, several times daily.—For Fares, &c., see *Bradshaw's Continental Guide.*

STEAMERS.—To Elba, Civita Vecchia, Naples, Sicily, Genoa, Nice, and Marseilles.

A port and bathing place, founded 1571.

OBJECTS OF NOTICE.—The large Squares; Cathedral; Palace; Marble Group of Statuary on the Quay; Breakwater; English Cemetery, with Tombs of Smollet, Francis Horner, and others.

IN THE VICINITY.—The Leghorn Hat Manufactures, and several beautiful promenades, drives and villas.

BOATS ply for hire about the harbour. Fares, 2 lire per hour.

Thence per rail to

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FLORENCE (Firenze)—*Railway Station and Telegraph.*

HOTELS.—De la Ville,; De Milan; Continental; De Rome; New York; Univers; Grande Bretagne; Porta Rossa; De Russie; Royal; De l'Arno; Victoria, &c.

POST-OFFICE. — At the Uffize, Piazza della Signoria.

Population, 169,000.

RAILWAYS.—To Leghorn, Siena, Empoli, Pistoja, Pisa, Bologna, Arezzo, and Rome, thence to Naples, &c.—See *Bradshaw's Continental Guide*, to be had at Molini's. The rail to Rome, *viâ* Siena and Orvieto, joins the line *viâ* Arezzo at Orte. That by Arezzo passes the old towns of Foligno, Assisi, Perugia, and Terni, and should be taken by day.

BRITISH CONSUL-GENERAL.—D. Colnaghi, Esq.
UNITED STATES CONSUL.—W. S. Welsh, Esq.

BANKERS.—French and Co.; Maquay, Hooker, and Co.

BOOKSELLERS, &C.—Goodban, Via Tornabuoni.

OBJECTS OF NOTICE. — The Boboli Gardens, the Church of San Miniato, and Bello Sguardo, all command a most extensive and beautiful *coup d'œil* of the city and suburbs. *Cathedral* of Santa Maria del Fiore, which contains a number of statues, Fresco Painting of Sir John Hawkwood, Tomb of Balthasar Cossa (date 1419). Campanile; and Baptistery. Churches of Or San Michele (the white marble Tabernacle, and St. Michael's Statue); *Santa Croce*, the "Westminster Abbey" of Italy; Santa Maria Novella; San Lorenzo (Tombs of the Medici, and M. Angelo's Statues of Day and Night); San Marco; Annunciation; Santo Spirito. The Palazzo Vecchio, late the Chamber of Deputies. The old Ducal Palace, or Uffizi, containing the Florenc Gallery, the famous *Venus de Medici*, &c.; and Palazzo Pitti, which also contains a magnificent and valuable collection of statues. The Magliabecchiana Library contains 170,000 volumes of books and MSS. (some of which were written by Galileo, Machiavelli, and Tasso); Laurentian—9,000 MSS., some of which are by Dante, Boccaccio, Plutarch, Tacitus, and Virgil; Ricardi—upwards of 23,000 volumes and 3,000 MSS. Academy of Fine Arts; National Museum; and the Mosiac Factory.

Prince Albert was here 1839, at Casa Cerini, learning English with General (then Lieut.) Seymour. M. Angelo's House.

PLACES IN THE VICINITY.—Porta Alla Croce, La Certosa, in Val d'Emo, and Vallombrosa, 18½ miles distant.

Thence per rail to

Arezzo Station (population, 12,000). The ancient *Arretium*, near the Upper Arno, once noted for its Etruscan vases. Here are a cathedral, with some good paintings and frescoes, town hall, and museum. Birthplace of Mecænas, Petrarch, and Redi, author of the well-known "Bacco in Toscana." M. Angelo was born at Castel Caprese.

Cortona Station (population, 25,000), overlooking the Lake of Thrasymene, where Hannibal defeated the Romans, B.C. 217.

PERUGIA—*Railway Station and Telegraph.*

Population, 17,500. The old capital of Umbria, and of the Umbrian school of artists, near the Tiber. Leo. XIII. was born here.

OBJECTS OF NOTICE.—Cathedral, Exchange Fontana Maggiore, a beautiful fountain, Churches of St. Domenico, St. Francis, St. Severo (containing an early fresco, by Raphael), and St. Peter; and gallery of paintings at the University.

Assisi Station (population, 4,500). Birthplace of Metatasio, and of St. Francis d'Assisi, founder of the Franciscan order. His curious old double or treble Church, full of frescoes, is at a good point of view. Remains of a Roman temple and forum.

Foligno Station (population, 20,000). The town overlooks the valley of the Clitumnus, and has a Cathedral and a cascade on the River Topino.

Spoleto Station (population, 19,500). Here are a Roman Arch, Aqueduct, the ruined palace of Theodoric, and a Cathedral. Monte Somma, in view, is 3,700 feet high.

Terni Station (population, 15,000). The birthplace of Tacitus; with a Cathedral; and Roman remains. The celebrated *Falls* of the Velino are 5 miles distant; the water tumbles down about 600 feet.

Hence it is 70 miles to Rome.

ROME—*Railway Station and Telegraph.*

Population, 300,500. The new capital of Italy since the annexation of the Roman States, 1870. It became the seat of government, 1st July, 1871.

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HOTELS.—Costanzi; Bristol; Quirinale; Russie; Victoria; De l'Europe.

RAILWAYS.—To Frascati, Florence, Civita Vecchia, Naples, &c.—See *Bradshaw's Continental Guide.*

POST-OFFICE.—Piazza Silvestro. Letters should never be addressed Poste Restante, but to the *care* of a banker or merchant. TELEGRAM to England, 5d. a word.

MONEY.—Lira=9½d., divided into 100 centesimi.

BANKERS.—Maquay, Hooker, and Co.; Plowden and Co.; Macbean and Co.

Government paper taken at par, the market price.

ENGLISH AMBASSADOR.—His Excellency Sir J. S. Lumley, K.C.B.

BRITISH CONSUL.—A. Franz, Esq.

UNITED STATES CONSUL-GEN.—L. Richmond, Esq.

Private apartments on moderate terms.

HACKNEY COACHES.—At the Piazza di Spagna, Monte Citorio, Corso, and Piazza of St. Peter.

Rome is on the Tiber; the modern city covers the site of the Campus Martius; the old city was on the Seven Hills.

OBJECTS OF NOTICE.—The Porta del Popolo and Piazza del Popolo, near Monte Pincio, and Obelisk of Rameses I. The 370 *Churches*, the principal of which are the Basilica of St. Peter's, St. John Lateran, Santa Maria Maggiore, Santa Croce in Gerusalemme (all in the city); St. Paolo, San Lorenzo, and San Sebastian without the walls.

St. Peter's, which covers 8 acres, cost £1,000,000, and has £6,000 expended on it annually for repairs. The Chapel of Presentazione contains the Tomb of the Pretender's wife (Maria Clementina Sobieski), who died here in 1745, and Canova's exquisite monument of the Stuarts, which was erected at the expense of George IV.

At San Giovanni in Laterano, next the Lateran Palace, the Popes not only officiate but are crowned; it contains the Chapel of the Corsini, which was built at a cost of £400,000. The *Vatican Palace*, or seat of the Pope, which contains the Pio Clementine and Chiaramonti Museums, Raphael's Loggia and Transfiguration, M. Angelo's Last Judgment, the Apollo Belvedere, Etruscan Museum, a rich library of MSS., the Papal manufactory of mosaics.

Quirinal Palace, now occupied by the King of Italy. Palazzo Madama, by the Italian Senate; the Monte Citorio Palazzo, by the Deputies, since the transfer from Florence. The new Church of St. Thomas of Canterbury, built by the Pope and English subscribers. Pantheon Church, where Raphael and King Victor Emmanuel are buried. New churches for Protestants are rising up within the City. Capitol and Museum; Collegio della Sapienza; Roman and Propaganda Fide Colleges, now turned into a Roman Library, &c.

The *Colosseum*; the remains of Roman baths, arches, columns, temples, and aqueducts, Caste S. Angelo, and palaces of the nobility. English Burial Ground, which contains the tombs of Shelley, Keats, Wyatt, and Gibson, the sculptor; the Via Appia, Pyramid of Caius Cestius, and Catacombs. The Store Houses of the Roman Forum are now open to public view. The Temple of Cæsar forms one of its most celebrated monuments.

IN THE VICINITY are numerous elegantly adorned and picturesquely situated villas, Frascati, Tusculum, Tivoli; Monte Rotondo, occupied by Garibaldi, 28th October, 1867; and Mentana, where he was defeated by the Papal and French forces, on 3rd November. In 1870, on account of the war with Germany, the French left Rome, which was occupied after some resistance by the Italians, 17th September; and on 9th October following, the Papal States were finally annexed to the rest of Italy after an overwhelming plebiscite, and Rome was declared to be the future capital of the new Kingdom. Leo XIII. was elected Pope, 1878, in succession to Pio Nono.—See *Bradshaw's Handbook to Italy.*

If the journey to Rome be done by steamer, the traveller first touches at the port of Rome.

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CIVITA VECCHIA—*Railway Station and Telegraph.*

Population, 12,000.

HOTEL.—Orlandi's. Buffet at the Station.

RAILWAY to Rome.—See *Bradshaw's Continental Guide.*

STEAMERS.—To Marseilles, Naples, and Palermo.—See *Bradshaw's Continental Guide.* Boats, ½ franc. Passports are examined previous to landing.

MOST REMARKABLE OBJECTS.—The Port ("Trajani Portus"); and Town Hall, which contains a gallery of Etruscan Antiquities, consisting of sarcophagi, female heads, &c.

From Rome to Naples may be done by rail direct (5 hours), or by steamer.

NAPLES (Napoli)—*Railway Station and Telegraph.*

Population, 424,466 with environs.

HOTELS.—Tramontana; Des Etrangers; Victoria; Noblle.

BANKERS.—W. J. Turner and Co.; P. G. Barff; Cerulli and Co. (Agents to H. S. King and Co.); Civalleri and Co.

BRITISH CONSUL.—H. Grant, Esq.

UNITED STATES CONSUL.—B. O. Duncan, Esq.

POST-OFFICE.—Strada Monte Oliveto.

RAILWAYS.—To Rome, Pompeii, Torre Annunziata, Nocera, Capua, Caserta, Castel-a-mare, Nola, Foggia, Brindisi, Cava, Eboli, &c.

STEAMERS.—To Civita Vecchia, Marseilles, Leghorn, Genoa, Malta, London (General Steam), Liverpool (Anchor Line), the Levant, Egypt, Bombay; Messina, Palermo, Cagliari, &c. Orient Line (Agent, Holmes and Co.), 33 days to Australia; Messageries (Agent, M. Chauvet).—See *Bradshaw's Continental Guide.* Distances by sea—To Plymouth, 2,010 miles; London, 2,320 miles; Port Said, 1,120 miles.

PROCESSION.—September 8th, the nativity of the Virgin, the greatest festival of Neapolitans, which travellers should if possible witness.

OBJECTS OF NOTICE.—The Theatre of San Carlo. Churches of San Giovanni, Santa Maria Maggiore, San Severo (beautiful sculpture, &c.), San Francisco da Paolo, Cathedral, and San Martino with its collections of Paintings and precious Marbles. Royal Palace, and *Museo Borbonico* (now Nazionale). Royal Library (which contains 250,000 volumes, and 1,700 papyri (which were discovered at Herculaneum), and the Brancacciana (with its 50,000 volumes). Monte de Misericordia; Albergo del Poveri. At Sta. Lucia, a landslip occurred in February, 1868, and buried several houses with their inhabitants. Palazzo Angri, in Toledo, was Garibaldi's head quarters when he annexed Naples to Italy, 1860, after his memorable promenade from Sicily. Lablache, who was born here, being very fat, was nicknamed "Gros de Naples." The lazzaroni say that for tre soldi, or 1½d. a-day, you can have board, lodging, and washing, in this beautiful city.

The most interesting objects in the vicinity are the uncovered Streets of *Pompeii*; and *Mount Vesuvius*, 3,830 feet high, ascended by a Railway. The effects of the eruption of 1867 are visible In 1868 it was in eruption on the Castel Nuovo side nearly all the year through, from 27th January to 13th November, more or less. A guide, fee 6fr. may be taken; refreshments near the Crater.

OTHER SIGHTS.—Virgil's Tomb, Grotto of Posilipo, Ruins of Pozzuoli, Lake Avernus, Baiæ, and Misenum. Islands of Ischia earthquake of 1883), Procida and Capri. Castellammare (1 hour), Sorrento Orange Groves (2¾ hours). Pæstum, by rail to Nocera, carriage to Salerno and Pæstum there and back in 30 hours.

Naples to Messina or Palermo, per Florio's steamers.

PALERMO—*Railway Station and Telegraph.* The chief town of Sicily, called *Panormus* by the Greeks, its first founders.

Population, 245,000.

HOTELS.—The Trinacria; De France.

BANKERS.—Thomas Brothers; Wedekind & Co.; Lojacons & Co.

ENGLISH CONSUL.—H. Churchill, Esq.

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UNITED STATES CONSUL.—S. P. Bayley, Esq.

RAILWAY.—To Lercara, Messina, Marsala, &c. —See *Bradshaw's Continental Guide.*

STEAMERS.—To Messina, Naples, Malta, Marsala, Marseilles, and Liverpool.—See *Bradshaw's Continental Guide.*

MOST REMARKABLE OBJECTS. — University, Theatre, Cathedral, Royal Palace, Monreale. The Ziza and Cuba, two villas in the Moorish style; Sta. Rosalia's Grotte, on Monte Pellagrino.

This city was captured by Garibaldi, 7th June, 1860, within a month of his first landing near Marsala, and his victory over Landi at Calatafimi. From this he marched to Melazzo, when he fought a battle which gave him possession of the whole island. He was at Palermo again in 1862, to carry out his designs against Rome, which were put a stop to by his capture at Aspromonte.

The Banditti and Mafiosi (secret associations) flourish in the Island, in spite of the authorities; but almost every place of any consequence along the coast can be visited from Palermo, by means of the Florio-Rubattino steamers, which touch at Marsala, Girgenti, Syracuse, Catania, &c., and are very convenient for this purpose to the traveller who does not mind a sea trip.—See *Bradshaw's Handbook to Italy.*

He can then leave by steamer for Malta to await the arrival of the next Packet for *Marseilles;* or proceed to Tunis, &c.

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SKELETON ROUTE VIII.

OUTWARD.

LONDON to PARIS, TURIN, MILAN, VENICE, TRIESTE, and ALEXANDRIA.

Peninsular and Oriental Steamer leaves Venice, every Thursday or Friday, for Ancona and Brindisi, and thence to Alexandria, in 6 days. The fortnight service between Venice and Alexandria is extended to Trieste.

Austrian Lloyd Steamer leaves Trieste for Corfu and Alexandria, every Friday; for Suez Canal and Bombay, once or twice a month.

Florio-Rubattino Steamer to Suez and Bombay, monthly.

Distances and Time of Journey (exclusive of stoppages).—London to Dover, 90 miles; Calais, 25 miles; Paris, 236 miles. Thence by rail the whole way to Venice (over Mont Cenis) as follows:—Mâcon, 275 miles (10 hours); Turin, 226 miles (12 hours); Milan, 100 miles (4 hours); Venice, 160 miles (9 hours). By steamer to Trieste, three times a week, 80 miles (6 hours). Venice or Trieste to Alexandria, by steamer, 1,200 miles (5 to 6 days). Turin may be seen in 1 day; Milan, in 2 days; Venice in 2 to 3 days. Magenta is ¾ of an hour this side of Milan. Solferino is 4 miles from Lonato, or ½ an hour beyond Brescia.

Fares.—Venice to Alexandria and Port Said, 1st class, £12; 2nd class, £9. Trieste to Alexandria £12; £8.—See *Bradshaw's Continental Guide.*

Luggage.—In France, 66lbs. are allowed. In Italy, no allowance. Baggage may be shipped in P. and O. Steamer, at London, a fortnight before, to meet the owner at Alexandria or Suez.

HOMEWARD.

ALEXANDRIA to TRIESTE, VENICE, MILAN, TURIN, PARIS, and ENGLAND.

Peninsular and Oriental Steamer leaves Alexandria, every Wednesday or Thursday, for Brindisi, Ancona, and Venice, in 5 days. To Trieste, every fortnight. Baggage may be forwarded to England at £2 per cwt., exclusive of Custom House charges.

Austrian Lloyd Steamer leaves every Tuesday, and arrives at Trieste about 5 days after

Florio-Rubattino Steamer, monthly.

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ROUTE VIII.

LONDON TO PARIS, TURIN, MILAN, VENICE, TRIESTE, AND ALEXANDRIA.

For **London** to **Turin** see Route 2.

MILAN (Milano)—*Railway Stat. and Telegraph.*

Population, 322,000.

HOTELS.—Manin; Cavour; De la Ville: Continental; De Milan; De Grande Bretagne; Germania; France; Biscione.

CAFES.—Cova (English Newspapers), Martini, San Carlo.

THEATRES.—La Scala; Manzoni; Verme

AMUSEMENTS.—Public Gardens, Casino de Nobili, De Negozianti, Corso de Porta Orientale.

BANKERS.—Ulrich and Co; C. Brot; A. Comerio.

BRITISH VICE-CONSUL.—T. Kelly, Esq.

UNITED STATES CONSUL.—D. J. Crain, Esq.

RAILWAY.—To Lyons, *viâ* Chambéry, Treviglio, Gunza, Cammerlata, Venice, Magenta, Turin, Genoa, Como, Verona, Bergamo, Parma, Bologna, Florence, Ancona. To Ancona, 260 miles.—See *Bradshaw's Continental Guide.*

HACKNEY COACHES.—1 franc the course.

The ancient *Mediolanum*, on the Ticino.

OBJECTS OF NOTICE.—The Arch of Peace; the Brera, and Collection of Pictures and Statues; Ambrosian Library; Casas Trivulzi and Adriani; Palazzo Litta and Paintings; Government Palace. Archbishop's Palace, with Paintings. The *Cathedral*, one of the finest structures in Italy; Churches of San Carlo Borromeo, Santa Maria Della Passione, San Nazaro Maggiore, Santa Maria, San Celso, San Lorenzo, San Eustargio, San Maurizio Maggiore, San Ambrosio, San Vittorio al Corpo, Santa Maria della Grazie (here is the celebrated painting of the Last Supper, by Leonardo da Vinci).

IN THE VICINITY.—The Certosa, on the way to Pavia.

From Milan by rail to Venice, now transferred to the kingdom of Italy.

VENICE (Venezia)—*Railway Station and Telegraph.*

Population 133,000.

HOTELS.—Danieli's Royal; Grand Hotel de l'Europe; Grand Hotel New York; Angleterre; Monaco; Italie; Rivage; Rome.

CAFES.—Florian and Suttil; Bauer.

BRITISH CONSUL.—E. Smallwood, Esq.

UNITED STATES CONSUL.—McW. B. Noyes, Esq.

STEAMBOATS.—Daily, to Chioggia, &c. P. & O. Co. to Ancona, Brindisi, and Alexandria (Agent, Mr. J. W. Cremer), every Friday, and connecting with Trieste every fortnight. Every other day to Trieste by Austrian Lloyd Co. (8 hours). Austrian Lloyd and Florio-Rubattino boats to Alexandria, &c.

RAILWAYS to Padua, Verona, Bologna, Vicenza, Brescia, Milan, Udine, and Trieste.—See *Bradshaw's Continental Guide.*

GONDOLAS (4,000 ply daily).—1 lira per hour, with one rower.

THEATRES.—Fenice, Apollo, Rossini.

BANKERS.—Banca Venetia; Blumenthal and Co.; Reitmeyer and Co.

OBJECTS OF NOTICE.—The *Cathedral* and *Piazza of San Marco; Palazzo Ducale;* the Churches of S.S. Giovanni e Paulo, S. Maria Della Salute, Frari Redemtore, S. Giorgio Maggiore, Gesuiti, Scalzi. Dogana, or Custom House; the Contarini, Manzoni, Foscari, Mocenigo (Byron's), Bembo, Manfrini, and other Palaces, on the Grand Canal; the *Rialto Bridge;* Arsenal; Public Gardens; Academy of Fine Arts; Glass Manufactories; Armenian Convent.—See *Bradshaw's Handbook to Italy.*

By steam 7 hours, or by rail, to

TRIESTE—*Railway Station and Telegraph.*

Population, 144,5000.

The "Tergeste" of the Romans, on the Adriatic Sea, belonging to Austria.

HOTELS.—Hotel de la Ville; Delorme; Aquila Nera; Europa; Victoria.

BRITISH CONSUL.—Captain Burton.

UNITED STATES CONSUL.—O. V. Tousley, Esq. Mr. G. Moore, the late American consul, died 1871, after fifty years' residence.

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THEATRES.—Italian Opera, Large Theatre, Anfiteatro.

BANKERS.—T. Sirovich.

CABS.—30kr. the quarter-hour.

RAILWAY.—To Vienna, Dresden, Berlin, Venice, Milan, &c.—See *Bradshaw's Continental Guide.*

Bradshaw's Guide Depôt, Coen's Library, 608, Al Corso.

STEAMERS.—P. & O. Company (Agent, Mr. E. Weston). Austrian Lloyd boats to Alexandria, *viâ* Corfu. Passages can be secured by application to Messrs. Hickie, Bormann, and Co., 127, Leadenhall Street, London. To Greece, the Levant, and Black Sea, weekly, calling at Corfu, Syra, Smyrna, Athens, the Dardanelles, and Constantinople. Venice in seven hours, three times a week. To the Istrian, Croatian, Dalmatian, and Albanian coasts, several times a week. Suez Canal and Bombay, once or twice a month.—See *Bradshaw's Continental Guide.*

OBJECTS OF NOTICE.—The Cathedral (Winkelmann's tomb); Exchange and Casino; Tergesteum (gallery); Hospital; Church of St. Antonio; Zoological Museum; Naval Academy and Museum; Triumphal Arch (Roman origin); Theresian Molo, Light House, Docks, Lazaretto, and Castle, from which there is a good view; Miramar Castle, residence of the late Emperor of Mexico, whose body was landed here, 1868, and to whom there is a statue.

OBJECTS IN THE VICINITY.—The *Grotto of Adelsberg*, about 23 miles distant; the Quicksilver Mines of Idria, about 9 miles distant.

HINTS.—The traveller, if inclined, can take the direct route from London to Trieste (see Route 12), in 90 to 100 hours. Fares, about £12 12s. 1st class; £8 15s. 2nd class. For the LEVANT ROUTE, see Route 16.

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SKELETON ROUTE IX.

OUTWARD.

Viâ THE RHINE AND SWITZERLAND.

LONDON to OSTEND (or ANTWERP via HARWICH), BRUSSELS, COLOGNE, THE RHINE, BASLE, LUCERNE (SWITZERLAND), MILAN, VENICE, and ALEXANDRIA.

Peninsular and Oriental Steamer leaves Venice, every Thursday for Ancona and Brindisi, and arrives at Alexandria in 5 days.

Austrian Lloyd Steamer leaves Trieste every Friday for Corfu and Alexandria, and for Suez Canal and Bombay, once or twice a month.

Florio-Rubattino Steamer, periodically.—See Steamer Lists in *Bradshaw's Guides.*

Distance and Time of Journey.—London to Dover, 90 miles; to Ostend, by steamer, 65 miles; to Brussels, by rail, 90 miles; to Cologne, by rail, 150 miles; up the Rhine to Mayence, 110 miles; to Bâle and Lucerne, by rail, 772 miles; to Milan (by diligence over the St. Gothard to Locarno, on Lake Maggiore, and by steam and rail), 259 miles; to Venice, by rail, 160 miles; to Alexandria, 1,200 miles.

Six days may be allowed for the Rhine and Switzerland.

Fares.—See *Bradshaw's Continental Guide.* Holders of through tickets for the St. Gothard Route, *viâ* Harwich, may break the journey at certain places along the line.

Luggage.—In Belgium and Italy no allowance is made; in Germany 50lbs. are allowed. Baggage may be declared for transit through, to be given up at the end of the journey. Or it may be shipped in P. and O. Steamer at London, a fortnight before, to meet the owner at Alexandria.

HOMEWARD.

ALEXANDRIA to VENICE, MILAN, THROUGH SWITZERLAND, down THE RHINE, to ENGLAND.

Peninsular and Oriental Steamer leaves Alexandria, every Wednesday or Thursday, for Brindisi and Venice, in 5 days.

Austrian Lloyd Steamer for Trieste, every Tuesday.

Florio-Rubattino Steamer, periodically.

Baggage may be forwarded to England.

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ROUTE IX.

LONDON TO OSTEND (OR ANTWERP *via* HARWICH), BRUSSELS ,COLOGNE, THE RHINE, BASLE, LUCERNE, MILAN, VENICE, TRIESTE, AND ALEXANDRIA.

OSTEND—*Railway Station and Telegraph.*

In Belgium, 130 miles from London. Population, 19,400.

HOTELS.—Fontaine; Mertian's; Plage; Ostend; Phare; Great Ocean; De Russie; Littoral; Beau Site; Marion; De Prusse; Du Grand Café.

BRITISH CONSUL.—Capt. Thellusson.

BANK.—Bach and Co.

NEWSPAPERS of all nations to be found at the Literary Society in the Hôtel de Ville (Town Hall).

VIGILANTES.—In the town, 1 franc per hour; out of town, 1½ franc.

OMNIBUSES.—To and from the Railways. Fares, ½ franc per turn. STEAMER, to Dover, 9 hours.

OBJECTS OF NOTICE.—The Digue and Lighthouse; the King's new Marine Villa, at the end of the Digue; Bathing Houses; Churches; Town Hall; Fortifications; Casino; Shooting Gallery; and Theatre.

HINTS.—No traveller should omit tasting the excellent oysters; and if a smoker he should lay in his stock of cigars here, as they are exceedingly good.—See *Bradshaw's Handbook to Belgium*

BRUSSELS—*Railway Station and Telegraph.*

The capital of Belgium. Population, 395,000.

HOTELS.—Grand Hotel de l'Europe; De Belle Vue; De l'Univers; De Saxe; De Hollande; De Flandre; Grand Hotel Britannique, Mengelle; De France; Suède; Poste; Germay; Empereur; Miroir; Gulliford; English; Prince of Wales. Several Boarding Houses.—See *Bradshaw's Continental Guide*

BANKS.—Bigwood and Co.; Brugmann and Son.

NEWSPAPERS.—The English and French journals are to be seen at all the Hotels and Boarding Houses.

BRITISH MINISTER.—His Excy. Sir E. Malet, K.C.B. CONSUL.—T. J. Maltby, Esq.

UNITED STATES CONSUL.—J. Wilson, Esq.

PASSPORT OFFICES.—France, 34, Rue de l'Industrie. Prussia, 25, Rue de l'Industrie. Austria, Rue de Montoyer.

CABS.—A Course (drive), 1 franc the first half-hour, and ½ franc for every quarter-hour beyond. Valet de Place, 5 francs per day.

RAILWAY TERMINI.—The Northern Line at the Porte de Cologne; the Southern Line, at the Station du Midi; Direct Line, the Great Luxembourg Railway Station, at the Parc Leopold.

POST-OFFICE.—Temple des Augustines. Office hours, 5 to 9.

MAIL COACHES.—To Waterloo, daily, Sundays excepted (or by rail).

OBJECTS OF NOTICE.—The large Palais de Justice; King's Palace, Palace of Prince of Orange; Rues Royale and de la Loi, Place de Congrès, and the magnificent view therefrom; Hotel de Ville (the beautiful Gothic Spire). Statues of Egmont and Horn, in Place des Petits Sablons; Mannikin Fountain. Cathedral of St. Gudule (St. Sacrament Chapel, its fine painted window and beautiful carved pulpit); Church of St. Jacques, near Godfrey de Bouillon's statue. English, Evangelical, and German Chapels; House of Parliament; Palace of Fine Arts; Museums; Duke d'Aremberg's Gallery of Pictures; Botanical Gardens; Theatre Royal de la Monnaié, and Theatre des Galeries Saint Hubert; Mint; Wiertz Museum.

PLACES IN THE VICINITY.—Lacken Palace; Genappe and Nivelles, near *Waterloo.*

THE RHINE TOUR.

Two or three days may be devoted profitably between Cologne and Mayence (including the above cities) in visiting objects of interest, although the beautiful scenery of the river is the chief attraction.

COLOGNE or **Cöln.**—*Railway Station and Telegraph.*

In Prussia. Population, 145,000.

HOTELS.—De Hollande; Ernst; Du Nord; Disch; Victoria; Du Dome; Europe; Union.

FIACRES.—For 1 or 2 persons 60 pf. the course, or 1 mark the half-hour.

STEAMBOATS to Coblenz, up and down the Rhine, Bonn, Dusseldorf, and Nymegen, daily.

ENGLISH CONSUL.—W. Hellmers, Esq.

UNITED STATES CONSUL.—S. Spackman, Esq.

BANKERS.—Schaafhausen's.

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OBJECTS OF NOTICE.—The splendid *Cathedral*, begun 1248, finished 1820, with the Chapel of the Three Kings, and Sepulchre of Maria de Medicis; Gereon's Church; Town Hall; Diorama; Public Gardens at Deutz; Fortifications; Bridge of Boats across the Rhine; St. Peter's Church (the Crucifixion of Peter, by Rubens), Church of St. Ursula, the Jesuits' Church (the clocks of which are cast out of the guns taken at Magdeburg), the Churches of St. Mary, St. Cunibert, St. Peter, and Assumption, and the Apostles' Church. The birthplace of Rubens, No. 10, in the Sterngasse; the house in which Maria of Medicis died; the Museum; the Toy House; the Senate House and Hansal room; Exchange.

HINTS.—The only vendor of true double-distilled Cologne Water is J. M. Farina, 4, Julichs Platz.

Cologne, comprising *Deutz*, on the right bank of the river, is strongly fortified, and possesses a garrison of from 5,000 to 6,000. The city owes its existence and name to a *colony* of Ubii, which Marcus Agrippa transported hither under Tiberius. Agrippina, the daughter of Germanicus, was born in this camp, which, having received a colony of Roman veterans, changed its name from Colonia Agrippina to Civitas Ubiorum. Here, at a later date, was founded the city of Cologne. The inhabitants themselves have never forgotten their origin and privileges, for up to the period of the French Revolution, 1794, the nobility were qualified for patricians. The two chief magistrates, or burgomeisters, wore the consular toga, and were preceded by lictors. In fact, on the city banners may be still read this inscription, S.P.Q.C.

BONN—*Railway Station and Telegraph.*

In Rhenish Prussia. Population, 31,600.

HOTELS.—Golden Star; Grand Hotel Royal; Rheineck; Belle Vue.

The *Castrobonnesia* of the Romans, frequently mentioned by Tacitus. Here was erected one of the first fortified castles, which Drusus caused to be constructed on the borders of the Rhine. This was a station of five legions of soldiers, and a bridge was thrown over the river here, by order of Drusus. Cathedral; and a distinguished University, containing a rare and extensive library. The Prince Consort was a student here, 1837, under Fichte, Schlegel, and other professors.

Proceeding from hence, up the Rhine, we pass the pretty village of **Königswinter**, on the river, and immediately at the foot of the *Drachenfels* (Dragon rocks, rail to the top), one of the Seven Mountains; a little way beyond this, we pass the island of *Rolandseck*; thence on our left the village of *Unkel*, in the vicinity of which are the extensive quarries of Basaltic stone; thence, always proceeding upwards, we pass the towns of **Remagen** and **Andernach** the latter of which was built by the Romans, and called Antanacum; population, 3,200. There is little of interest about it at the present day; the inhabitants are remarkably fond of cultivating the carnation, which is seen in every window in a variety of colours. The volcanic stone, procured from the vicinity, gives employment to the population. The mill-stones made here are transported to most parts of the world; they were held in estimation by the Romans.

Proceeding onwards, we pass on our left the cheerful town and palace of **Neuwied**, in Prussia, with its well-known Moravian Schools and settlement. Population, 7,300. *Hotels*—Golden Anchor; Moravian. Soon after leaving this, in the distance before us, are the rocks and fortifications of *Ehrenbreitstein*, and in a short time we approach Coblenz and the estuary of the Moselle. The whole is a perfect picture.

COBLENZ—*Railway Station and Telegraph.*

Population, 31,000.

HOTELS.—De Belle Vue; Anchor; Du Géant; De Trèves.

BANK.—A. Jordan.

The Roman *Confluentes*, beautifully situated at the *confluence* of the Rhine and Moselle, dates its origin to thirteen years before Christ, at the period of Antonine, when the then fortifications enclosed upwards of 1,000 population.

Coblenz is the capital of the Rhenish provinces of Prussia, and comprises Ehrenbreitstein, and the garrison of 4,000 to 5,000. The Church of Castor, which is situated in the angle of the old town, between the two rivers, was built in the ninth century, and many very interesting historical associations are connected with it. German Empress's Palace; and Gardens of old Electoral Palace.

Ehrenbreitstein (*i.e.* "large stone of honour"), immediately opposite Coblenz, merits notice. The rock on which this magnificent citadel stands was once a Roman camp.

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Tradition says, in A.D. 634, King Dagobert II. gave it to the Bishop of Trèves, who from time to time enlarged and fortified it, and who used to sojourn there frequently in his younger days. In the sixteenth century the old fortress had to give place to modern science. In 1631, the Elector, Christopher Phillipe, rescued it from the French, who held it for a period of five years. It was vainly besieged in 1688 by the French under Marshal de Boufflers; in 1795-96 it was taken by the French army, after the garrison had endured the greatest sufferings and privations; for it is recorded that horse-flesh was sold for 1s. 6d. per lb., and that cats, and even dogs, were retailed at from 2s. 6d. to 3s. each. The French held it up to the Peace of Luneville. At the period of surrendering the fortress it was blown up by the soldiers. Since 1816, Prussia has expended enormous sums upon its reconstruction, and that of the detached forts. There is accommodation for a garrison of 8,000 men, and water and provisions can be furnished for that number for a period of three years. The ramparts are mounted with upwards of 400 pieces of ordnance.

From Coblenz to Bingen is the most interesting part of the Rhine. Above the one, and below the other town, the scenery becomes flat and uninteresting. From this we enter the most beautiful scenery, which continues without losing its attraction for about six hours. Almost immediately on leaving Coblenz we come to the

Castle of Stolzenfels, or "superb rock," on our right, the occasional residence of the King of Prussia. In 1235, the Princess Isabella Plantagenet, sister of Henry III. of England, who became the consort of the Emperor Frederick II., was received here on her arrival from England with a numerous suite. In 1842, Queen Victoria and the Prince Consort were the guests of the Crown Prince of Prussia, now the Emperor William. There is a fine view of the Rhine both ways from the terrace, the valley, and estuary of the River Lhan. Boppard, St. Goar, Oberwesel, and Bingen are next passed to

BIEBRICH.

Population, 7,000.

HOTELS.—European; Rhine; De Belle Vue.

The summer residence of the Duke of Nassau who has sold part of his territories to the German Emperor for 15 million thalers.

MAYENCE (Mainz).—*Railway Station and Telegraph.*

Population, 61,000. A Prussian fortress.

HOTELS.—D'Angleterre, view of the Rhine; Rheinischer Hof; De l'Hollande; Carp.

DROSCHKEN.—In the town, one or two persons, one horse, 15 minutes, 15pf; ditto, two horses 30 minutes, 1 mark.

BANKER.—G. L. Kayser.

UNITED STATES CONSUL.—J. H. Smith, Esq.

RAILWAY to Mannheim, Basle, and Lucarne.

MAYENCE has a garrison of about 8,000. This city contains much that is interesting and worthy of visiting; the Library, for instance, contains upwards of 100,000 volumes, besides rare MSS., with a collection of Roman antiquities. Amongst the valuable works are conspicuous the Psalterum of 1459, the Catholicon of 1460, and a Bible of 1462.

Guttenberg, the inventor of type and printing, was born here; a bronze statue, by Thorwaldsen, was erected by public expense in 1838, to his memory, and may be seen in the square bearing his name; there is another in the Cathedral.

OBJECTS OF NOTICE.—The Castle and Fortifications; Cathedral; Park; Bridge of Boats; Theatre; Tennis Court; Cattle Market, Hay and Flax Markets; Teutonic House; Electoral Palace and Museum; St. Joseph's Chapel; and the Park; tomb of Drusus (in the Citadel); and a Roman aquæduct.

IN THE VICINITY are Eberbach Convent, Hattenheim, Geisenheim, Rudesheim, Johannisberg all famous for their wines); and at the last, Prince Metternich's Castle. The fine **Germania Monument,** opened by the Emperor, 1883, stands over Rudesheim. A short distance from the city, the junction of the River Main with the Rhine takes place. The Powder Magazine in the Fortress exploded on the 18th November, 1857, and destroyed many lives, with the churches of St. Stephen and The Evangelical; also the English Ladies' School.

For further information on the Rhine Route, see *Bradshaw's Handbook of Belgium and the Rhine.* For continuation through Switzerland, by the St. Gothard, see Route 10; through Germany and by the Brenner Pass, Route 3.

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SKELETON ROUTE X.

OUTWARD.

THROUGH SWITZERLAND.

LONDON to PARIS, STRASBURG, BASLE, ZÜRICH, LUCERNE, COIRE (CHUR), COMO, MILAN, VENICE, TRIESTE, and ALEXANDRIA.

Peninsular and Oriental Steamer leaves Venice, and **Austrian Lloyd Steamer** leaves Trieste, weekly; arriving at Alexandria in 5 to 6 days.
Florio-Rubattino Steamer, monthly.

Distances and Time of Journey.—To Paris, 12 to 14 hours. Seven to eight days may be allowed to Milan; the actual time, exclusive of stoppages, is 61 hours. The distances are—To Strassburg and Basle, by rail, 701 miles (21 hours); Zürich, by rail, 65 miles; Coire, or Chur, 82 miles; Diligence to Colliео, over the Splügen Pass, 112 miles, in 12 hours. To Como, by steamer, 30 miles; to Milan, by rail, 28 miles. Venice, by rail, 160 miles (9 hours). Trieste, by steamer, 80 miles (6 hours). To Alexandria, by steamer, 1,200 miles (5 days). From Basle to Lucerne, 60 miles; Lucerne to Zürich, 40 miles. Basle may be reached daily, by the *Great Luxemburg Express, viâ* Dover, Ostend, Brussels, Luxemburg, Metz, Strassburg, and Mulhouse, in 28 hours; about £5.—For the **St. Gothard Route,** see page 201.

Fares.—Through Tickets to Coire.—See *Bradshaw's Continental Guide* and *Cook's Excursionist* for other particulars. Holders of through tickets for the St. Gothard Route, *viâ* Harwich, &c., may break the journey at certain places along the line.

Luggage.—In France, 66lbs. are allowed. In Switzerland, 56lbs. In Italy, no allowance. In Austrian Lloyd Steamer, 3cwt. first class; 1½cwt. second class; overweight, £2 per cwt.

HOMEWARD.

ALEXANDRIA to VENICE, MILAN, COMO, COIRE, ZURICH, BASLE, and ENGLAND.

Peninsular and Oriental Steamer leaves Alexandria, on the arrival of the Suez Mail, ever Tuesday, and arrives at Venice in 6 days.

Austrian Lloyd Steamer leaves the same day for Trieste.

Florio-Rubattino Steamer, monthly.

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ROUTE X.

LONDON TO PARIS, STRASSBURG, BASLE, ZÜRICH, LUCERNE, COIRE. COMO, MILAN, VENICE, TRIESTE, ALEXANDRIA.

For **London to Paris**, see Route 2.

The traveller may then proceed *viâ* Strassburg (with its Cathedral) to

BASLE (Bâle, Basel)—*Railway Station and Telegraph.*

In Switzerland. Population, 61,400.

HOTELS. — Des Trois Rois; Euler; Suisse; Krafft; De la Cigogne; Lorenz; Schreider.

BANKERS.—Passavant & Co.; Bank Commercial.

UNITED STATES CONSUL.—J. H. Mason, Esq.

RAILWAYS.—To Strassburg, Luxemburg; Schaffhausen, Zürich, Lucerne.—See *Bradshaw's Continental Guide.*

OBJECTS OF NOTICE.—The Cathedral; Town Hall; Arsenal; University; Library. Tombs of celebrated characters in the Cathedral, viz.:—Erasmus; Anne, wife of the Emperor Rodolph of Hapsburgh. St. Elizabeth Church and Mission House. Gallery of Paintings of the younger Holbein; Bridge across the Rhine. **St. Jacob**, about half a league from Basle, celebrated for its cemetery, hospital, and the battle of 1444.

ZURICH—*Railway Station and Telegraph.*

Population, 76,000.

HOTELS.—De l'Epée au Lac; Cicogne au Lac; Bauer au Lac; National.

BANKERS.—Schultess; J. C. Muralt and Sons; Swiss Credit Co.

UNITED STATES CONSUL.—S. H. Byers, Esq.

CONVEYANCES.—Rail to Baden, Brugg, Winterthur, Romanshorn, Schaffhausen, St. Gall, Wallenstadt, Sargans, and Coire. Rail to Zug and Lucerne, and to the foot of the *Righi*, which the traveller may ascend the same day, and by rail if he likes: the view from the summit is one of the lions of Switzerland.—See *Bradshaw's Guide to Switzerland.*

STEAMERS.—To Uznach, and by rail to Coire.

OBJECTS OF NOTICE.—Cathedral; Church of the Abbey of Our Lady; Tower of Kratzthurm; Shooting House; Fortifications; Museum, Library (40,000 vols. and 4,000 medals); Asylum for the Blind; Arsenal; Gesner's Monument. Uetliberg, 3 miles distant, is 3,000 feet high; rail to the top (Curhaus Hotel).

LUCERNE—*Railway Station and Telegraph*—is 3 hours by rail from Basle, or 2 hours from Zürich, at the centre of the most romantic Swiss lake scenery.

Population, 18,000.

HOTELS.—Grand Hotel National; Schweizerhof; d'Angleterre; Beau Rivage; Swan; Rigi.

BANKERS.—Crevilli and Co.

Here are the covered Bridges; a Cathedral; and Thorwaldsen's Lion. Hence up the Lake (the German Vierwaldstättersee), under the *Righi*, to the Bay of Uri and Fluelen, 2 to 3 hours. Then by diligence, in 10 hours, over the St. Gothard to Airolo and Biasca, where you take the rail to Lago Maggiore; and so to Milan. For the St. Gothard Tunnel Route, see below.

COIRE (Chur)—*Railway Station and Telegraph.*

Population, 7,400.

HOTELS.—Steinbock; Luckmanier.

DILIGENCE, over the Splugen, to Chiavenna and Bellinzona; thence to Como and Milan.

OBJECTS OF NOTICE.—The Cathedral; Episcopal Palace; Town Hall; Library; Lyceum; and Roman Catholic Church (very ancient). Views of the Rhine Valley and Glaciers.

COMO—*Railway Station and Telegraph.*

In Italy, on the Lake of Como. Population, 25,600.

HOTELS.—Volta; Italia.

BANKERS.—Giorgetti and Co.

RAILWAY.—Daily to Monza, Milan, &c.

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STEAMERS run on the Lake.

OBJECTS OF NOTICE.—Cathedral, Town Hall; Statue of Volta.

IN THE VICINITY.—Many villas; Bellaggio (the most beautiful place on the Lake); Sommariva and Cadenabbia.

MILAN TO ALEXANDRIA.

For this, see Route 8.

ST. GOTHARD TUNNEL ROUTE.

The great St. Gothard Tunnel, cut 1872-80, under the Pass, is about 3,700 feet above the sea, and 9¾ miles long. It is one of about 50 tunnels, besides many bridges, up and down the Reuss and Ticino. The mountain scenery is exceedingly grand, but the constant use of the brake raises a metallic dust, which makes a veil convenient.

Lucerne, 0 miles.
Rothkreuz, 11¼.
Arth-Goldau (for Rigi), 21¼.
Fluelen, 36.
Goschenen, mouth of great Tunnel, 59¼
Airolo, end of Tunnel, 69¼.
Bellinzona, 109¼.
Lugano, near Lake Maggiore, 127¾.
Chiasso (Customs Exam.), 144.
Como, on the Lake, 147.
Milan, 176¼.

Hence to Genoa, Bologna, &c.

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SKELETON ROUTE XI.

OUTWARD.

LONDON to ALEXANDRIA, and to ALGIERS, viâ MARSEILLES.

French Messageries Steamer, for Alexandria, leaves Marseilles every Thursday, in connection with the P. and O. Steamer for Bombay.
" " for Port Said and Suez Canal, or Shanghai, every other Sunday.
" " for Algiers, every Saturday.
" " for Colombo and Calcutta line, every other Sunday. For Singapore and Batavia, every other Tuesday. For Saigon and Tonquin, every 4th Saturday. For Mauritius, Australia, and New Caledonia, every 4th Wednesday.

Fraissinet Steamers to Naples, Malta, and Port Said, twice a month.

Compagnie Transatlantique Steamers to Algiers, thrice a week.

Distance (in sea miles=1,852 mètres).—Messageries Steamer to Alexandria, *viâ* Messina, 1,410 miles. To Algiers, 400 miles. To Naples, 448 miles; thence to Port Said 1,100 miles; to Suez 86, Aden 1,308, Colombo 2,095, Singapore 1,570, Saigon 637, Hong Kong 915, Shanghai 870; total, 9,030 miles. Colombo to Pondicherry 360, Madras 90, Calcutta 770; total, 1,420. Saigon to Haiphong (Tonquin) 830, Saigon to Singapore 646. Singapore to Batavia 550. Hong Kong to Yokohama, 1,590.

Time.—To Algiers, 36 hours. To Alexandria and Port Said 6½ days, Suez 1, Aden 4½ to 5, Colombo 8 to 9, Singapore 5½, Saigon 2½ to 3, Hong Kong 4, Shanghai 3 to 4, according to the season, Colombo to Calcutta, 7. Singapore to Batavia, 58 hours. Hong Kong to Yokohama, 7 days. Totals from *Marseilles*.—To Calcutta 29, Batavia 30 to 32, Shanghai 40 to 45, Yokohama 43 to 44 days—according to the season. Or, 2 days more in each case from *London*.

Fares.—Messageries Steamers to Alexandria, 1st, 2nd, and 3rd class, £15, £10, £5; to Suez, £25, £19, and £10; and in proportion for places beyond, up to £63, £50, and £25 for Calcutta, and £83, £66, and £30 for Shanghai, including table wine and beer. To Algiers, £3 4s. and £2 8s. Return and Family Tickets not granted for Algiers. Children, 3 to 10, half-fare. Through Tickets from Marseilles to Bombay, *viâ* Messageries Steamer to Alexandria, and P. and O. Steamer from Suez, £62 and £31, exclusive of cost through Egypt, £3 and £2. Tickets from London to Marseilles through France, 1st class, £7 5s., £7 1s., and £5 18s., according to the route.

Luggage.—1st and 2nd class, 150 kilos.

HOMEWARD.

ALEXANDRIA and ALGIERS to MESSINA.

French Messageries Steamer leaves Alexandria.....Every Monday.
" " leaves Algiers Every Tuesday.

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ROUTE XI.

LONDON TO ALEXANDRIA, AND TO ALGIERS, *viâ* MARSEILLES.

By railway direct to Paris, Lyons (Route 2), **and MARSEILLES**—*Railway Station and Telegraph.* In France.

Population, 360,500—Ancient *Massilia*, on the Mediterranean, 16 hours from Paris.

HOTELS.—Noailles; De Marseilles; Du Louvre; De Paris; De Genève; Beauvan; Terminus.—See *Bradshaw's Continental Guide.*

RAILWAY.—To Paris, Nice, Bordeaux, &c.

OMNIBUSES.—To trains, environs, and about the city. Fares and arrangements the same as at Paris.

HACKNEY COACHES (Fiacres), Remises, Valets de Place, Horses, &c., at the same rates as at Paris.

Porterage to Packet (chiefly by Genoese women), 1 franc. Boat to Packet, 1½ to 2 francs.

STEAM PACKETS.—To all parts of the Mediterranean; see *Bradshaw's Continental Guide.* Steamers of the French Messageries Company (16, Rue Cannebière), to the Levant and to Algiers. Peninsular and Oriental Company's Agents, MM. Estrine and Co.; their Homeward boats will call here. The Messageries steamers for *Alexandria* leave every Thursday for the transit to Suez, where passengers may proceed to Bombay, by arrangement with the P. and O. Company. Their India and China steamers leave every second Sunday, and proceed *viâ Port Said and the Suez Canal*, reaching Suez in seven days. Passengers by the French Overland can obtain 1st class tickets in London (97, Cannon Street, and 51, Pall Mall), entitling them to stop at certain places on the way to Marseilles; or to Naples, where they can take the steamer on Tuesday. The mail train from London leaves Cannon Street on Friday morning; two days should be allowed. A cargo steamer leaves Victoria Docks for Marseilles, direct, every other Sunday. The steamers of Fraissinet & Co. to India, &c., the Compagnie Transatlantique, Compagnie Nationale, &c., for Bombay, call monthly; also the Dutch Mail Company for Batavia. Where a passport is required it must have a proper *visa*, but none is required at present for embarking.

BRITISH CONSUL.—E. W. Mark, Esq.

UNITED STATES CONSUL.—H. Taylor, Esq.

BANKS.—Folsch and Co.; Salavy and Co.; Laquier and Co.; Société Générale; Bazin and Co.; Comptoir d'Escompte; Estrine and Co. (H. S. King and Co.)

If travellers are going to the Italian ports, inquiry should be made as to whether any quarantine exist. If so, a detention of several days takes place on the arrival of the vessel there; in which case the journey by land, *viâ* Marseilles and Toulon to Nice and the Corniche Road, is preferable to being shut up six or seven days in a vessel.

It is advisable to purchase all kinds of perfumery, soap, thin writing paper, jewellery, fancy articles, boots, gloves, &c., at this place rather than at Paris, as they can be obtained as good and cheaper, and the trouble and annoyance of carrying them all through France is thus avoided. Five francs will cover the expense of conveying the traveller and his luggage from the Hotel to the Packet. His stock of cigars and tobacco should be purchased here for the entire journey, unless he has previously visited Brussels, in which case he will do well to obtain them there. As French tobacco is proverbially considered not to possess the finest odour, a small mixture of powdered cascarilla bark will render it agreeable.

This place is very hot in summer and mild in winter, except when the mistral, or dry north-west wind, blows. The mosquitoes are a great scourge, and a cousinière (or curtain) must be used in summer.

OBJECTS OF NOTICE, VIZ.:—Place de Bonaparte Town Hall; Cathedral (paintings); New Cathedral; late Emperor's Palace; new Exchange; Zoological Gardens and Museum; Arsenal; the Theatre; Concert Hall; Column in memory of the Plague, 1720; Chateau d'If, on an Island (celebrated in "Monte Cristo;" Mirabeau imprisoned here); Fortifications, Barracks. Fountain of the Obelisk; Prado, 3 miles long; Rue Cannebière; Promenades, and Garden d'Intendance; Quays of the Harbour; the new Joliette Harbour, and the views from the Bay in a boat. Botanical Gardens and Nôtre Dame de la Garde (magnificent panorama from the top), in the New Town. Museum de la Ville.

OBJECTS IN THE VICINITY.—Bastides, or country seats; Bains de la Mediterranée. The drives are magnificent.

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The journey by rail from Paris to this place, and *vice versa*, should be made by day, as the scenery is beautiful and interesting, especially when Marseilles (from whence annual pilgrimages to the Holy Land are made) is approached; the appearance of the town and harbour is unique, and the variety of costume and class of people extremely great

Here the land route, through Italy, by the Corniche Road, Genoa, &c., may be commenced.

From Marseilles, also, the traveller may embark for the Levant and Constantinople

MARSEILLES TO NAPLES, PORT SAID, &c.

SEA VOYAGE, 6½ DAYS.

The French Messageries Mail Steamers, leaving on Sunday direct to Port Said, call at Naples two days later. The Florio-Rubattino Steamers call at Genoa, Naples, and Messina.

There is a fine view of the surrounding country on leaving Marseilles. The Port Said steamer makes direct for the Straits of Bonifacio, with Corsica (containing Ajaccio, the birthplace of Napoleon I., away to the north) on one side, and Sardinia on the other. Sardinia, near Caprera, or *Garibaldi's Island* (where he died, 1882), at the eastern end of the Straits, has a most singular appearance; it is high, and its summit resembles the form of a large brown bear.

On Saturday the steamer reaches **Naples.** See Route 7. Here she stops about two hours to take in mails and passengers.

Leaving this, the steamer passes across the Tyrrhenian Sea, in view of the fine scenery of the beautiful Calabrian coast, along which Garibaldi marched in his memorable advance to Naples, 1860. At *Maida*, Sir John Stuart defeated Regnier, in 1806; and at Pizzo, Murat was taken and shot in his attempt to raise the country, 1815. Etna and the Lipari Islands come into view. Smoke is always issuing from the crater of the volcano, and flames from that of Stromboli, not at the top but about 200 yards below it. It serves as a natural lighthouse, visible for nearly 50 miles all round. Height, 2,650 feet.

At the *Faro of Messina*, Scylla and Charybdis are passed, on opposite sides of the channel, between the mainland and Sicily. There is no real whirlpool to make the passage dangerous, but the tide is sometimes troublesome to small craft. At the earthquake of 1783, when the inhabitants of Scylla (now Scilla) were gathered on the beach for safety from the falling houses, a tremendous wave rose suddenly and swept away 2,700 persons. It surrendered to Garibaldi 1860. A little further south is the ridge of **Aspromonte,** where Garibaldi himself was defeated by the royal troops under Col. Pallavicini, 29th August, 1862, and shot through the foot.—(See *Bradshaw's Handbook to Italy*). Pictures of his boot as pierced by the bullet were sold, of course with a covert allusion to the boot-shaped figure of the country.

The steamer next passes Messina, so close as to land or take in passengers.

MESSINA—*Railway Station and Telegraph.*

Population, 126,500.

DISTANCE.—From Palermo, 130 miles (rail about 190 miles); Mount Etna, 50 miles; and Syracuse (by rail), 113 miles.

CONVEYANCES.—Horses, carriages, mules, &c.

HOTELS.—Vittoria; Trinacria; Parigi.

BANK.—Melardi and Sons.

ENGLISH VICE-CONSUL.—P. Rainford, Esq.

UNITED STATES CONSUL.—G. H. Owen, Esq.

STEAMERS.—To Catania, Malta, Marseilles, Naples, Palermo, and all parts of Sicily and Italy.

OBJECTS OF NOTICE.—The Citadel; Harbour (which is one of the finest in the Mediterranean) and Quay, a mile in length; Cathedral, and several of its fifty Churches; Palaces; Capuchin Convent, on the hill; Senate, and its staircase of white marble; Royal Palace; and Public Garden. Here a scientific expedition from England was landed just in time to observe the total eclipse of 22nd December, 1870, after the unlucky wreck of H.M.S. Psyche, which carried them out at the back of the island. The best view, and it is truly enchanting, of the town and its environs is obtained from the hill on which the Capuchin Convent stands. The journey to Catania and the old Greek city of *Syracuse*, along the eastern coast, is magnificent.

Mount Etna can be seen, towering in majestic grandeur, 10,874 feet high, and 70 miles in circumference at its base. The summit is a league in circumference, and is formed within like a large

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amphitheatre, from whence ashes issue. In 1809 an eruption took place in a dozen different parts of the volcano, and covered the land with lava to the depth of 35 feet. It was in eruption on the north-east side, 28th November, 1868. Pindar lived here in 435 B.C. At the eruption of 30th January, 1865, four new craters and nine lava streams burst out, threatening Piedmonte and other valleys. One of the places around its base is **Bronte**, 35 miles from Catania, which gave title of duke to Nelson, with an estate which still belongs to his family. One of the light Sicilian wines imported from Marsala is called Bronté. It was Nelson who first encouraged the drinking of Marsala wine on board the fleet, 1802.

Thence from Cape Spartivento, at the south corner of Italy, across the Mediterranean, to

Alexandria and Port Said.—See Route 2.

Marseilles to Algiers.—By French Messageries steamers, Saturday, in 36 hours. The boats of the Compagnie Transatlantique run twice a week. British India Co., from London, every two weeks.

ALGIERS.

HOTELS.—De l'Oasis and D'Orient, Boulevard de la Republique. De la Regence, Place du Gouvernement. De l'Europe, Place du Theatre. Hotel de Genève. At the Café Maure you may taste real Turkish coffee.

Furnished apartments and houses can be obtained in the town and suburbs. In Mustapha Superieur, the healthiest locality, houses are 250 francs and upwards. Persons in delicate health should avoid the suburb of St. Eugenie facing the north-east. For information about apartments, &c., apply to Mr. T. Duffaut, Rue du Hammam.

Population about 60,000, French and Arabs It was captured by the French, 1830. General Chanzy was sometime Governor-General, in succession to Marshal MacMahon. It is built on the slope of a hill, and looks well from the sea. The lower part of the town is now laid out in the French style, in good streets, with arcades for foot passengers. The harbour is inclosed by two moles, strengthened with battlements, the scene of Exmouth's victory, 1816. The Place du Gouvernement is well planned, and on one side there is a very good statue to the memory of the late Duke of Orleans, who was a great benefactor to the city. He built the new grand mosque. The native quarters of the town are on the upper part of the hill, and must, of course, be visited; they are dirty, but picturesque; abounding in curious specimens of Moorish architecture, shops, and bazaars. The court-yard of the Governor-General's Palace should be seen—permission is readily granted. The environs of Algiers are very beautiful; cabs and omnibuses ply in abundance all day. The best dealer in Moorish curiosities and Algerine merchandise (jewellery, &c.) is Mustapha Rayato, Place du Gouvernement, opposite to the New Mosque. The Mosques may always be entered, but you are expected to take your shoes off at the door. The oldest Mosque is the Djama Kebir, of the tenth century. There is an excellent Theatre; and a second has been built, destined for Italian Opera.

OBJECTS OF NOTICE.—The Cathedral, formerly a Mosque; with the Archbishop's Palace, in an old Moorish house. Several Orphanages, in charge of nuns. Museum and Library, in Rue Lothopage, containing many Roman Stones and sarcophagi, &c., from neighbouring sites, with illuminated Korans from the fourteenth century. Jardin d'Essai, or botanical garden, where specimens of the date and fan palms, bread fruit, and plantain may be seen, besides oranges and citrons. The Kasba Barrack, an old Arab fort, near the Palace of the last Dey, who here boxed the French Consul's ears, and so brought the French in to terminate his rule. They landed at Cape Sidi Ferruch, near the Trappist convent. Arab cemetery of Abd-er-Rhaman, with its mosque and tombs. Jewish burial places and tombs. Grotto, called the Negresses' Sacrifice, near the Seven Fountains Spring Maison Carrée or prison. Among the people, notice the Moors, or Town Arabs, as distinguished from the wandering Arabs; the Jews; the aboriginal Berbers, or Kabyles, who were not conquered by the Arabs; the Biskris, or hamals (porters); the Zibanis, or water carriers.

CLIMATE.—This place is now the winter resort of many English families, who here find an equable temperature at an average of 60°, a clear and elastic atmosphere, and a sunny and exhilirating sky for weakly and consumptive residents. It is,

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however, more suitable to the earlier state of pulmonary disease than to the later and aggravated stage. Those who intend to winter here should leave England in October, and remain till March. June to September is hot.

PASSPORTS.—The traveller's national passport is good for a year, the *visa* of French and Algerine police, which is *gratis*, being alone necessary. The regulations respecting passports are strictly enforced in all the seaport towns, but in the interior the passport is never asked for.

MONEY.—Same as in France.

H. B. M.'s AGENT AND CONSUL-GEN.—Lieut.-Col. R. L. Playfair; residing in Mustapha Superieur, where the best villas are placed.

UNITED STATES CONSUL.—A. Jourdan, Esq.

RESIDENT ENGLISH PHYSICIAN.

ENGLISH SERVICE at the new Church. A Chaplain, appointed by the Continental and Colonial Church Society.

BANKERS.—Modeste Garro and E. Rey and Co.; Crédit Lyonnais.

EXCURSIONS.—Among these are the Roman antiquities of *Cherchel*, formerly *Caesarea*, and capital of the Mauritanian kingdom, destroyed by the Vandals; and the Kabylia Mountains; each requiring four or five days. To *Tlemcen*, from Oran, along a wild road, past a salt lake. At this fine old place are mosques worth notice, and the tomb of the patron saint, Sidi el Haloui. The *Mers-el-Kebir*, the Roman *Portus Divinus*, near a sulphur spring, good for skin and rheumatic diseases. In passing up to the interior, the traveller goes from the Sahel, or sea shore, through the Tell, or plains, to the Atlas mountains, or Highlands; beyond which is the Sahara, or Desert.

BOATS, 50 cents.

CONVEYANCES.—Steamers from Algiers to Oran and Nemours, where Abd-el-Kader gave himself up to the French; from Oran to Gibraltar and Tangiers, and to Alicante; from Algiers to Phillippeville, Bona, and Tunis.

Rail from Algiers to Blida, Orléansville, and Oran; from Phillippeville to Constantine; Bona to Duvivier, &c., towards **Tunis.** Diligences from Blida to Medeah, through the beautiful Gorge of the Chiffa, daily, in fine weather, in about five hours; but the traveller is recommended to ride, by the bridle-road leading over the lesser Atlas through the magnificent pass of the Teniah de Mousaiah. These are the only certain lines of diligences; but carriages go, when the state of the roads and the weather permit, from Oran to Tlemcen, and from Algiers to Aumale: all other journeys must be performed on horseback.

HINTS TO TRAVELLERS.—Before making any extended journey into the interior, the English traveller should, through his consul, obtain an interview with the *Chef de bureau Arabe*, who will give him a circular letter to the authorities on his route, in order that he may be enabled to get horses at places where none are to be hired. If the traveller is a sportsman, by all means let him take a gun, also a rifle, if he can conveniently do so. Pistols are quite unnecessary for purposes of self-defence; the roads are nearly everywhere free from danger, and where it exists the local authorities will always grant an escort.

A good map of the country, made up from the Government surveys and published by authority, may be obtained in Paris or Algiers. See also "Through the Palms in Algeria and Tunis," by Hon. L. Wingfield; Lady Herbert's "Search after Sunshine;" the "Itineraire de l'Algerie," by L. Piesse; Dr. Bennett's "Winter on the Shores of the Mediterranean;" Miss Edwards's "Winter among the Swallows."

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SKELETON ROUTE XII.

OUTWARD.

LONDON to OSTEND (or ANTWERP via HARWICH), COLOGNE, MAYENCE, MÜNICH, SALZBURG, ISCHL, BRÜCK, TRIESTE, VENICE, and ALEXANDRIA.

Austrian Lloyd Steamer leaves Trieste every Friday; and arrives (*viâ* Corfu) at Alexandria in 5 days. The **Peninsular and Oriental Steamer** leaves Venice, every Thursday, for Ancona, Brindisi, and Alexandria; and leaves Trieste every other Tuesday.

Distances and Time of Journey.—To Münich, in 39 hours. To Salzburg and Ischl, by rail, 190 miles; to Brück, by rail, 83 miles; to Trieste, by rail, 260 miles; to Alexandria, by steamer, 1,200 miles (5 days).

Fares.—See *Bradshaw's Continental Guide* for particulars. Holders of Through Tickets for the St. Gothard Route, *viâ* Harwich, &c., may break the journey at certain places along the line.

Luggage.—See Route 10.

HOMEWARD.

ALEXANDRIA to TRIESTE, VENICE, BRÜCK, SALZBURG, MÜNICH, COLOGNE, and ENGLAND.

Peninsular and Oriental Steamer leaves Alexandria on the arrival of the Suez mail, about every Wednesday or Thursday, and arrives at Venice or Trieste in 5 to 6 days.

Austrian Lloyd Steamer leaves every Tuesday.

Baggage may be sent through by Peninsular and Oriental Steamer to London, or *viâ* Trieste by Austrian steamer.

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ROUTE XII.

LONDON TO OSTEND (OR ANTWERP *viâ* HARWICH), COLOGNE, MAYENCE, MÜNICH, SALZBURG, BRÜCK, TRIESTE, AND ALEXANDRIA.

See Route for London to Münich.

MÜNICH—*Railway Station and Telegraph.*

Population, 230,200. The capital of Bavaria, and of modern German Art.

HOTELS.—De Baviere; Rheinischerhof; D'Angleterre; Leinfelder.

VALET DE PLACE.—For visiting the sights, 5 marks a day.

NEWSPAPERS.—In the Museum, Odeon.

H. B. M.'s CHARGE D'AFFAIRES.—H. Macdonnell, Esq.

UNITED STATES CONSUL.—J. W. Harper, Esq.

BANKERS.—Bayerische Vereins Bank; Bayerische Handels Bank; Merck & Co.

ENGLISH CHURCH SERVICE.—In the Odeon.

CABS.—At the Station. For one or two persons, ¼ hour, 50 pf.; ½ hour, 1 rm.

RAILWAY.—To Murnau (for Oberammergau), Augsburg, Frankfort, Hof, Rosenheim, Berchtesgaden, Innsbruck, Lindau, Passau Regensburg, Salzburg, and Tegernsee.

OMNIBUSES.—To the station, &c., if without luggage, 20 pf.; with luggage, 40 pf.; and with two or more boxes, 60 pf.

TRAMWAYS open.

THEATRES.—Hoff; Residenz.

Many Cafés and beerhouses. Rath-haus Keller, under the Town Hall; Hofbrauhaus, &c.

OBJECTS OF NOTICE.—The Royal Palace. *Glyptothek*, or Sculpture Gallery; *Pinacothek*, or Gallery of Paintings; Cathedral; Jesuit, St. Peter's, St. Boniface, Mariahilf, and Ludgwigs Kirche, containing Cornelius's great picture of the Judgment, 62 feet by 38 feet. Royal Library; Jesuits' College; University, Isarthor and its frescoes; Odeon, for music. The colossal Statue and Lion of Bavaria, facing the Hall of Heroes, near the Sendlinger Thor and the Bronze Foundry. The **Walhalla**, on the Danube, founded by Ludwig II., is many miles away to the north-east.

Thence per railway to Rosenheim, where passports are examined; thence to

SALZBURG—*Railway Station and Telegraph.*

In the Salzkammergut, Austria.

Population, 24,000.

HOTELS.—De l'Europe; Nelboeck; D'Autriche; Ochs; Goldene Traube.

BANKERS.—J. Spaeth; C. Spangler.

RAILWAYS.—To Vienna, Laibach, Brück, Klagenfurt, Münich, Innsbruck, Linz.

Rail and diligence to **Ischl** and **Gastein**, daily; in the heart of fine mountain scenery.

OBJECTS OF NOTICE.—Cathedral; Churches of the University, Franciscans, Theatines, Holy Trinity, and St. Sabastian (in which is the famous tomb of Paracelsus); Prince's Château, Summer Château (Mirabell); Statue of Bucephalus; the Galleries cut in the mountains; Hospital of St. John; Portrait of Paracelsus, painted on the house where he died, at the corner of the Rue de Linz; New Gate; the Mönchsberg view; Fountain on the Residenzplatz; Monument of Mozart, and the house in which he was born.

IN THE VICINITY.—Castle of Helbrunn, with its rocks and parks; Gastein, its baths and mines; Berchtesgaden; Lake of Bartholomew, famous for its Salmon; Salt works of Hallein (when illuminated the spectacle is superb), and Reservoirs of Hallein; Prince Schwarzenberg's Park; Waterfall of Golling; view from the Gaisberg, celebrated for its beauty; Lake of Königsee.

BRÜCK—*Railway Station and Telegraph.*

In Austrian Styria, on the Vienna and Trieste Rail, and on the Leitha or Hungarian border. Count Harrach's Park here.

Population, 5,000.

HOTELS.—Adler; Railway.

DILIGENCES.—To Salzburg, in 24 hours; Klagenfurt, 20 hours.

RAILWAY.—To Laibach, Trieste, and Vienna.

TRIESTE.

For Trieste to Alexandria, see Route 8. Trieste to Venice, three times a week, by Austrian Lloyd Steamer.

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SKELETON ROUTE XIII.

OUTWARD.

LONDON to OSTEND (or ANTWERP via HARWICH), COLOGNE, MAYENCE, FRANKFORT, BAMBERG, DRESDEN, PRAGUE, BRUNN, VIENNA, TRIESTE, VENICE, and ALEXANDRIA.

Austrian Lloyd Steamer leaves Trieste every Friday; and arrives at Alexandria in 5 days.

Peninsular and Oriental Steamer leaves Venice every Thursday, for Brindisi and Alexandria. Steamer between Trieste and Venice, thrice a week.

Distances and Time of Journey (exclusive of stoppages).—To Mayence, as in Route 9 (25 hours); to Frankfort, by rail, 20 miles; hence to Vienna, by rail, 570 miles, through Bamberg (5½ hours), Dresden (11 hours), Prague (7 hours), and Vienna (12½ hours); to Trieste, by rail, 363 miles; to Alexandria, by steamer, 1,200 miles (5 days).

Fares.—Through to Vienna, &c.—See *Bradshaw's Continental Guide* for other particulars.

Luggage.—See Route 10. It may be registered for transit, through to Vienna.

HOMEWARD.

ALEXANDRIA to TRIESTE, VIENNA, PRAGUE, DRESDEN, FRANKFORT, COLOGNE, and ENGLAND.

Peninsular and Oriental Steamer leaves Alexandria on the arrival of the Suez Mail, about every Wednesday or Thursday; and arrives at Venice, or Trieste, in 5 or 6 days.

Austrian Lloyd Steamer leaves every Tuesday.

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ROUTE XIII.

LONDON TO OSTEND (OR ANTWERP *viâ* HARWICH), COLOGNE, MAYENCE, FRANKFORT, DRESDEN, PRAGUE, BRÜNN, VIENNA, TRIESTE, AND ALEXANDRIA.

London to **Mayence**, see Route 9. Thence to

FRANKFORT-ON-THE-MAIN—

Railway Station and Telegraph.

The seat of the former German Diet, now incorporated with Prussia.

Population, 165,000.

HOTELS.—Swan; Frankfurter Hof; Grand Hote du Nord; Roman Emperor; Union; D'Angleterre.

BRITISH CONSUL.—C. Oppenheimer, Esq.

UNITED STATES CONSUL.—F. Vogeler, Esq.

BANKERS.—Rothschilds; Feist Brothers and Sons; Sachs and Hochheimer.

BOOKSELLER.—C. Jügel, *Bradshaw's Guide* Depôt.

VALET DE PLACE.—4Rm. per day. TRAM open.

CABS.—From the station, 90pf. per person; one-horse Droschken, two persons, ½ hour, 50pf.

RAILWAYS.—To Darmstadt, Mannheim, Heidelberg, Carlsruhe, Baden, Strassburg, Freiburg, Basle, Offenbach, Mayence, Bieberich, Wiesbaden.

OBJECTS OF NOTICE.—Town Hall, or Römer, with the Hall of the Senate, and Kaisersaal (portraits of all the Emperors), also the archives of the late Federation; the furniture, &c., having been moved to Nuremberg. Cathedral; New Exchange; Town Library; Collection of Paintings (Städelsche Institut); Bethmann's Museum, with Danneker's Ariadne; Casino (Newspapers); Town Picture Gallery; Städel Museum; Senckenberg Museum; Palace of Thurn and Taxis; Palace of the Teutonic Knights; Theatre; Ross Market, with the Monument of Goethe and Gutenberg; Goethe's House, where he was born, in the Hirschgraben; Luther's, in the Domplatz.

PLACES IN THE VICINITY.—The Taunus Mountains and Königstein; also Homburg, Kissingen, Wiesbaden, Baden-Baden, Caunstadt, Ems, Schwalbach, Schlangenbad, all celebrated for their baths.

Here luggage must be looked after. The two great Fairs are held in spring and autumn.

Thence per railway, *viâ* Bamberg, Hof, Leipsic, Dresden, Prague (for these places, see Route 14), and Brünn, to

VIENNA (Wien)—*Railway Station and Telegraph.*

The capital of the Austria-Hungary empire, on the Danube, usually called the "Emperor's City."

Population, 1,104,000.

HOTELS.—Kaiserin Elisabeth; Golden Lamb; Imperial; Metropole; Grand Hotel; Munsch; Wandel; De France; Hammerand. (Waiters are called "Kellner.")

GUIDE.—1½ to 2 florins a day.

POST-OFFICE.—Alte Post Gasse.

BANKS.—Anglo-Austrian Bank; M. L. Biedermann and Co.; F. Schey; Stametz and Co.; Lippmann and Sons; Crédit Lyonnais.

CABS.—First quarter-of-an-hour, 50 kreuzers; every half hour beyond, 20 kreuzers; luggage, 30 kreuzers a package. A take up, however short, 1 gulden, or 2s.

OMNIBUSES.—From the station. Fares, per person, 15 to 20 kreuzers; in the city, 12 kreuzers.

TRAMWAYS.—In the leading thoroughfares, 10 kreuzers, or 2d.

LUGGAGE.—Inspected on arrival; the traveller must not carry cards, books, or tobacco.

RAILWAYS.—To Baden, Gratz, Brünn, Brück, Pesth, Prague, Dresden, Trieste, Presburg, Frankfort, &c.

STEAMBOATS.—To Linz in 20 hours; Pesth, 24 hours.—See *Bradshaw's Continental Guide.*

BRITISH AMBASSADOR.—Right Hon. Sir Henry Elliot, G.C.B.

BRITISH CONSUL.—G. Nathan, Esq.

UNITED STATES CONSUL.—J. R. Weaver, Esq.

PASSPORT.—Though it is indispensable that the traveller should provide himself with a Foreign Office passport previous to entering the Austrian territory, yet the old strictness, on this head, is

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much relaxed; as, by a late regulation, a traveller having once crossed the frontier with his passport will not be asked for it again till he leaves the frontier.

THEATRES.—Hofburg Theatre; Opera; Theatre an der Wein, &c.

OBJECTS OF NOTICE.—St. Stephen's Cathedral and Spire, 453ft. high; Capuchin Church; St Michael's Church; St. Rupert's Old Church; the Votive Church of St. Saviour; and others. Imperial Palace, or Hofburg; with the Imperial Riding School, Mews, Museums, Cabinet, Picture Galleries. Palaces of the Archduke Charles, Archduke Albert, Archduke William, &c.; new Town Hall; new Houses of Parliament; new Law Courts; and new University in the Ring. Polytechnic Institution; New Mint, Arsenal, Post-office; Blind Asylum, General Hospital. Fine equestrian statue of Prince Eugene, erected 1865; statues of Francis I., Joseph II., Archduke Charles. Botanical Gardens; Volksgarten and Canova's Theseus; the Prater; and remains of the Great International Exhibition Building.

ENVIRONS.—Schönbrunn, Hietzing, Hetzendorf, Mödling, Leopoldsberg, Kahlenberg, and other attractive spots, within a short rail or omnibus ride. —See *Bradshaw's Continental Guide*.

Hence by rail through the *Sömmering Tunnel*, in a fine highland country, to **Brück** and **Trieste**; for which see Route 12.

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SKELETON ROUTE XIV.

OUTWARD.

LONDON to HARWICH, ROTTERDAM, CASSEL, GOTHA, LEIPSIC, DRESDEN, PRAGUE, VIENNA, TRIESTE, VENICE, and ALEXANDRIA.

Great Eastern Steamer, from Harwich (Parkeston Quay) to Rotterdam every week-day.—See Advertisement.

Austrian Lloyd Steamer leaves Trieste every Friday for Alexandria.

Peninsular and Oriental Steamer leaves Venice every Thursday.

Dutch (Netherlands) Company's Steamers, from Amsterdam, leave every other week, for Batavia, *via* Southampton, Naples, Suez Canal, and Padang.

Rotterdam Lloyd for Batavia, calling at Southampton.

Distances and Time of Journey (exclusive of stoppages).—Harwich to Rotterdam, about 12 hours. By rail, to Cassel, about 317 miles; to Gotha, 43 miles; to Leipsic, 100½ miles; to Dresden, 72 miles; to Prague, about 105 miles; to Vienna 252 miles; to Trieste, 363 miles; to Alexandria, by steamer (1,200 miles), 5 days.

Queenborough and Flushing Route, Zeeland Company, daily (except Sunday), in connection with the *London, Chatham, and Dover Railway.*

Fares.—See *Bradshaw's Continental Guide* for particulars. Holders of through tickets, *viâ* Harwich and Queenborough, may break the journey at certain places along the Route.

Luggage.—See Route 10.

HOMEWARD.

ALEXANDRIA to VENICE, TRIESTE, VIENNA, DRESDEN, BERLIN, HAMBURG, and ENGLAND.

Peninsular and Oriental Steamer leaves Alexandria on the arrival of Suez mail, about every Wednesday or Thursday, and arrives at Venice, or Trieste, in 5 to 6 days.

Austrian Lloyd Steamer leaves every Tuesday.

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ROUTE XIV.

LONDON TO HARWICH, ROTTERDAM, CASSEL, GOTHA, LEIPSIC, DRESDEN, PRAGUE, VIENNA, TRIESTE, AND ALEXANDRIA.

From London (Liverpool Street Station), by Great Eastern Railway, to

HARWICH (Parkeston Quay)—*Railway Station and Telegraph.*

In the Orwell's mouth.

Population 7,810.

HOTEL.—Great Eastern Railway Hotel.

BANKERS.—Cox, Cobbold, and Co.

RAILWAY—To Colchester, London, Cambridge, Norwich, &c.

STEAMERS.—Every week-day, from the new quay at **Parkeston**, to Rotterdam and Antwerp. It has been proposed to make this place the starting point for all steamers to the North, in order to avoid the intricacies of the mouth of the Thames.

OBJECTS OF NOTICE AT HARWICH.—Town Hall, Church, Custom House, and River Orwell. The Harbour has been improved.—See *Bradshaw's Handbook to Great Britain and Ireland.* Harwich to Antwerp, 140 miles; Brussels, 167 miles.

By Steamer to

ROTTERDAM—*Railway Station and Telegraph.*

The second commercial port in Holland, on the Maas.

Population, 136,230.

HOTELS.—Des Pays Bas; Bath Hotel; Victoria; Queen's; Leygraff; Verhaaren; De l'Europe.

BANKERS.—Bank of Rotterdam; Moses Ezechiel and Son; Turing and Co.

BRITISH CONSUL.—A. Turing, Esq.

VIGILANTES.—For one to four persons, 60 cents. the course; carriages for the day, 12 florins.

OBJECTS OF NOTICE.—The Boompjes Quay and the Canals; Groote Kerke (St. Lawrence), with the De Witt and other monuments; South Church; Hotel de Ville; Bourse; Yacht Club House; House of Correction; Erasmus's House and Statue; Zoological Gardens and Park; Delft Gate.

RAILWAYS.—To the Hague, Haarlem, Leyden, Utrecht, Amsterdam, Antwerp.

STEAMERS.—To Harwich, London, Southampton, Java, Hull, Copenhagen, Havre, &c.—See *Bradshaw's Continental Guide.* By rail to

CASSEL—*Railway Station and Telegraph.*

The old seat of the Elector of Hesse Cassel, now incorporated with Prussia.

Population, 60,000.

HOTELS.—Du Nord; Royal; Konig von Preussen.

BANKERS.—Goldschmidt Brothers.

CARRIAGES.—From the rail to any part of the town, 50pf.

RAILWAYS.—To Frankfort, Munster, Hanover, Gottengen, Leipsic, Dresden, &c.—See *Bradshaw's Continental Guide.*

OBJECTS OF NOTICE.—Elector's Palace, in the Friedrich's Platz; Museum and Library; public Gardens, Theatre; also *Wilhelmshöhe Gardens*, 2 miles distant, the residence of Napoleon III., 1870-71, after his surrender at Sedan; with the Waterworks, and the gigantic Hercules, 1,312 feet above the Fulda. Löwenburg Castle.

By rail to

GOTHA—*Railway Station and Telegraph.*

The Capital of Saxe-Coburg-Gotha, near the Thuringian Forest.

Population, 26,600.

HOTELS.—Wunscher; Deutscher Hof.

FIACRES.—By the course or the hour.

OBJECTS OF NOTICE.—The Friedenstein, or Grand Ducal Palace, on a hill. Museum, Library, and Paintings. Seminary and High School. Perthes' Geographical establishment, where the *Almanack de Gotha*, and the *Mittheilungen* are published.

RAILWAYS.—To Eisenach, Weimar, Leipsic, Altenburg, Cassel, &c.—See *Bradshaw's Continental Guide.*

Hence by rail to.

LEIPSIC—*Railway Station and Telegraph.*

Or Leipzig, in Saxony, famous for its *Book trade* and the great *Battle* of 16th and 18th October, 1813, when the Allies defeated Napoleon, in the neighbourhood, distant about one hour's walk.

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Population, 149,100.

HOTELS.—Hotel Hauffe; De Prusse; De Rome; De Sedan; De Bavière.

BANKERS.—Becker and Co.

BRITISH CONSUL-GEN.—Baron Von Tauchnitz.

OMNIBUS.—From the railway station, between the Halle and Grimma Gates.

FAIRS.—New Year, Easter, and Michaelmas.

OBJECTS OF NOTICE.—Town Hall; Königshaus, which was Napoleon's head-quarters; Auerbach's Cellar (mentioned in *Faust*); University, founded 1809; St. Nicholas' Church; Post-office; Cloth Exchange; Book Exchange; above 300 booksellers' shops and 300 presses; Conservatorium; Music Hall; Poniatowski Monument, in Gærhard's Garden; Statue of Leibnitz.

RAILWAY.—To Halle, Hanover, Weimer, Berlin, Dresden, &c.

Thence by rail to

DRESDEN—*Railway Station and Telegraph.*

The capital of Saxony, on the Elbe.

Population, 197,300.

HOTELS.—Bellevue; Victoria; Saxe; Kaiserhof; Weber's; Golden Angel; Union; De Rome; Crown Prince.

DROSKEY.—Four persons and baggage, 90pf.

OMNIBUS.—To all parts of town.

CARRIAGE AND PAIR.—For the day, 21 marks.

VALET DE PLACE.—3 marks the day.

BANKERS.—R. Thode and Co.

UNITED STATES CONSUL.—J. T. Mason, Esq.

OBJECTS OF NOTICE.—Royal Palace, with the Picture Gallery; Green Vaults, with a collection of china, arms, jewellery; Zwinger and Augusteum Palaces; Frauen Kirche (church); Academy of Arts; Opera House; Royal Library; Bridges, about 500 yards long; All Saints', an English church.

In the neighbourhood is the **Saxon Switzerland**, which may be visited from Dresden by rail to Pötzscha; or by steamer to Aussig, &c., at 6, 9, and 2 o'clock. MEISSEN, down the river for the factory for Dresden China.

RAILWAYS.—To Prague, Liepsic, Berlin, Teplitz, Breslau, &c.

The rail proceeds to Bodenbach, on the Austrian frontier, where passports are examined; hence to

PRAGUE—*Railway Station and Telegraph.*

The capital of Austrian Bohemia, on the Moldau, occupied by the Prussian troops, 1866, after the defeat of the Austrians at Sadowa.

Population, 162,500; of whom 12,000 are Jews.

HOTELS.—Saxe; Victoria; D'Angleterre; Blue Star; Black Horse; Golden Angel.

BANKERS.—Block and Son; Union Bank; Zdakamer.

UNITED STATES CONSUL.—C. A. Phelps, Esq.

DROSKEYS.—From all the trains, 25 to 50kr.

COMMISSIONNAIRE.—3s. a day.

OBJECTS OF NOTICE.—The 60 Spires; Chain and Stone Bridges; Manufactures of Bohemian Glass; Cathedral, and Tomb of John of Nepomuk; Town Hall; Opera House; Jews' Quarter and Town Hall; Wallenstein's House; Hradschin Castle; University; Dyers' Island.

Jerome of Prague was born here.

Hence to

VIENNA.

For which, and TRIESTE, see Routes 8 and 13.

QUEENBOROUGH and FLUSHING ROUTE, to the Continent:—

From London, by L. C. & D. rail, to the old town of **Queenborough**, on the Medway; hence by the large steamers of the Royal Netherlands Zeeland Mail Co. to the new deep-water pier harbour in the mouth of the Scheldt, at **Flushing** (or Vlissingen), in about 8 hours, daily, except Sunday.

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SKELETON ROUTE XV.

OUTWARD.

LONDON to HULL, HAMBURG, BERLIN, DRESDEN, PRAGUE, VIENNA, TRIESTE, VENICE, and ALEXANDRIA.

Hull Steamers to Hamburg (various Companies) several times a week, in 42 hours.

London Steamers (General Steam and other Companies) direct, about every second or third day.

Austrian Lloyd Steamer leaves Trieste every Friday; and arrives at Alexandria in 5 days.

Peninsular and Oriental Steamer from Venice (every Thursday) and Trieste.

Distances and Time of Journey (exclusive of stoppages).—Hull to Hamburg, 370 miles, about 42 hours. By rail, to Berlin, 176 miles; to Dresden, 5½ hours; to Prague, 7 hours; to Vienna, 12½ hours; to Trieste, 363 miles, 15 hours; to Alexandria, by steamer, 1,200 miles, 5 days.

Fares.—See *Bradshaw's Continental Guide* and *Cook's Excursionist* for particulars.

Luggage.—See Route 10.

HOMEWARD.

ALEXANDRIA to VENICE, TRIESTE, VIENNA, DRESDEN, BERLIN, HAMBURG, and ENGLAND.

Peninsular and Oriental Steamer leaves Alexandria on the arrival of Suez mail, about every Wednesday or Thursday.

Austrian Lloyd Steamer leaves every Tuesday.

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ROUTE XV.

LONDON TO HULL, HAMBURG, BERLIN, DRESDEN, PRAGUE, VIENNA, TRIESTE, AND ALEXANDRIA.

Leave London per railway for Grimsby, or

HULL—*Railway Station and Telegraph.*

Population, 162,000.

HOTELS.—Victoria; Commercial.

BANKERS.—Pease and Sons; S. Smith and Co.; Bank of England (branch); Hull Banking Company; Yorkshire Banking Company; London and Yorkshire Bank; York City and County.

FLYS.—1s. per hour.

RAILWAYS.—To London and various other parts of England.—See *Bradshaw's Handbook of Great Britain.*

STEAMERS.—To Norway, Sweden, the Baltic, Hamburg, Bremen, Antwerp, Trieste, Constantinople, Bombay, and New York.—See *Bradshaw's Railway Guide.*

OBJECTS OF NOTICE.—A new Town Hall, built 1865-6; Docks; Exchange; Custom House; Post Office; Hospital; Theatre; Zoological Gardens; Citadel; Museum; and in the vicinity, South Cave, the seat of Washington's ancestors, who emigrated to the United States in the seventeenth century.

Hence, by steamer, past **Heligoland** (belonging to England), to Cuxhaven, and by rail or boat to

HAMBURG—*Railway Station and Telegraph.*

A famous Hanse town, 70 miles up the Elbe, opposite Altona, now annexed to Prussia.

Population, 410,500.

HOTELS.—St. Petersburg; Europe; English; Du Belvedere; Hofer's; Streit's; Rheinischer; Marienthal, at Wansbeck, to which a tram runs.

BRITISH CONSUL-GENERAL.—G. Annesley, Esq.

UNITED STATES CONSUL.—J. M. Bailey, Esq.

BANKERS.—A. Behn; Berenberg & Co.; Vereins Bank; L. Behrens; London and Hanseatic Bank; Deutsche Bank.

CABS.—8d. per course; 1s. 6d. per hour.

NEWSPAPERS.—At the Reading Rooms of Perthes.

RAILROADS.—To Kiel in 3 hours; Berlin in 9; Lübeck, Hanover, 9; Dresden, 15; Bremen, &c.

STEAMBOATS.—To Amsterdam in 40 hours; London, 60; Hull, 42; Madgeburg, 40; Havre, 50; Heligoland, 15; Cuxhaven, 6 hours.

OBJECTS OF NOTICE.—The Alster Basin, Neuer Wall Street; St. Michael's spire, 456 feet high; St. Nicholas's New Church (tall spire), rebuilt by Scott after the great fire of 1842 Large Exchange; Opera House Orphan Asylum; Town Museum, at Johanneum College; Botanical and Zoological Gardens. Dr. Waagen, the famous Art critic, was born here.

PLACES IN THE VICINITY.—Tea Gardens, at Teufelsbrücke and Blankenese, Booth's Nursery Andreas Brunnen, Eimsbuttel, Wansbeck, Barmbeck, and Jungfernsteig.

Thence per railway to

BERLIN—*Railway Station and Telegraph.*

Population, 1,105,400. On River Spree. The capital of Prussia and of the new German Empire under the Emperor-King William.

BRITISH AMBASSADOR.—Lord Ampthill.

CONSUL-GENERAL.—Herr Von Bleichröder.

UNITED STATES CONSUL.—M. S. Brewer, Esq.

HOTELS.—Royal; Kaiserhof; D'Angleterre; De Rome; De l'Europe; De Russie; De St. Petersburg; Central.

RESTAURANTS.—Mostly in Unter den Linden.

THEATRES.—Opera; Royal; Frederick William.

POST-OFFICE.—Jägerstrasse. Postage to England, 2½d.; closes at 8.

BANKERS.—S. Abel, jun.; Moser and Sturckow Deutsche Bank.

HACKNEY COACHES (Droschken).—From 60pf for ½ hour upwards (table of fares hung up in each vehicle).

VALET DE PLACE.—3 R. marks per diem.

OMNIBUSES.—15 to 25pf. according to distance.

RAILROADS to Potsdam in 45 minutes; Hamburg, 9 hours; Breslau, 14 hours; Madgeburg, 4 hours; Leipzig, 6½ hours; Hanover, 10 hours; Stettin, 4½ hours; to Dresden, Frankfort, Vienna, and Trieste

OBJECTS OF NOTICE.—Rauch's statue of Frederick the Great; Unter den Linden Walk, from the Brandenburg Gate to the Palace; Royal Palace containing the Ritter Saal, Collections of Paintings, Museum, Staircase, &c.; Royal Library, of half a million volumes; University; Arsenal; Palaces of Prince Charles and Prince William; Exchange; Mint; Beuth-Schinkel and Rauch Museums; Cathedral, and other Churches; Thiergarten; new Synagogue.

ENVIRONS.—Palace of Charlottenburg and Mausoleum; **Potsdam**, and relics of Frederick the Great, Sans Souci, &c.; Babelsberg, the seat of the Imperial Prince and Princess Royal.

Thence by rail to Dresden, Prague Vienna and Trieste.—See Route 14

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SKELETON ROUTE XVI.

OUTWARD.

LONDON to TRIESTE, ANCONA, CORFU, ZANTE, PIRÆUS (ATHENS), SYRA, SMYRNA, and CONSTANTINOPLE.—The Levant Route.

Austrian Lloyd Steamer leaves Trieste, every Saturday, for Constantinople, in 5 days—thus: Corfu, on Monday; Piræus, Wednesday, 10 a.m.; Constantinople, Friday, 7 a.m. From Piræus (for Athens), Smyrna may be reached the next day, and Constantinople may be reached a week later, by the trading or Thessaly routes, *viâ* Volo, Salonica, &c.; returning from Constantinople on Friday. The Steamers of this Company, having head-quarters at Trieste, are above 70 in number, of 337 to 3,652 tons; and their lines embrace every port of consequence, in the Adriatic, the Archipelago, the Black Sea, and the Levant, besides a line through the Suez Canal to Bombay. The **Peninsular and Oriental Steamer** leaves Venice for Ancona, Brindisi, and Alexandria every Thursday. The **Messageries Steamer**, from Marseilles to the Levant and Constantinople, leaves Thursday, Friday, and Saturday; and returns from Constantinople (Agent, C. Bertrand) on Wednesday. **Florio-Rubattino Steamer**, from Marseilles and Genoa, to Constantinople, &c. **Compagnie Marseillaise** (Fraissinet's) to Constantinople, &c.; returning on Monday. **Cunard Steamer** and **Moss Steamer**, from Liverpool to the Levant and Black Sea, &c., several times a month. **Wilson Line** from Hull to Constantinople. **Austrian Danube Steamer** from Passau to Constantinople. **Russian Company** from Odessa to Constantinople and the Levant; returning from Constantinople every other Tuesday. **Egyptian Mail**, or Khedive Line (Agents, Messrs. Cook & Son), from Alexandria to Constantinople; leaving each way on Wednesday.—See Steamer Lists and Advertisements in *Bradshaw's Guides*.

Distances from Port to Port, about as follow:—Trieste to Ancona, 140 miles; to Brindisi, 220 miles. Trieste to Corfu, 369 miles; Zante, 120 miles; Cerigo, 110 miles; Syra, 160 miles; Athens, 60 miles; Chio, 60 miles; Smyrna 60 miles. Metelin or Mytilene, 60 miles; Troy and the Dardanelles, 60 miles; Constantinople, 140 miles. Total, 1,250 miles. Constantinople to Varna 120 miles; to Kustenjie and Odessa, 350 miles. To Samsoon and Trebizond, on the Asia Minor Coast, 500 miles.

Distances from Smyrna.—Smyrna to Rhodes, 220 miles; Mezetlin, 330 miles; Iskanderoon, to Alexandretta, 80 miles; Beyrout, 160 miles; Jaffa, 120 miles; Alexandria, 250 miles. Total, 1,150 miles. Time (from Constantinople), by Austrian Lloyd Steamer, leaving every Thursday, viz.:—Dardanelles, Friday; Smyrna, Saturday, 3 a.m. Leave alternate Saturdays, 12 noon; Scio, 9 p.m.; Rhodes, Sunday; Larnaca (Cyprus), Tuesday; Beyrout, Wednesday; Jaffa, Thursday; Port Said, Friday; Alexandria, alternate Saturdays.

Fares and Luggage.—See *Bradshaw's Continental Guide* and *Cook's Excursionist*.

HOMEWARD.

CONSTANTINOPLE, through the ARCHIPELAGO and GULF OF VENICE, to TRIESTE and ENGLAND.

Austrian Lloyd Steamer leaves Constantinople, every Friday, and arrives at Trieste on Thursday. For other **Lines** from Constantinople to Odessa, Alexandria, Genoa, Marseilles, London, Liverpool, Hull, &c., see above, and Steamer List and Advertisments in *Bradshaw's Guides*.

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ROUTE XVI.

THE LEVANT ROUTE, THROUGH THE ARCHIPELAGO, *VIA* CORFU, TO ATHENS, SMYRNA, AND CONSTANTINOPLE; OR, *VIA* SMYRNA, TO RHODES, BEYROUT (IN SYRIA), AND ALEXANDRIA.

Travellers proceeding by this Route may take passage in one of the French Messageries steamers, from *Marseilles* (Route 11), every second Thursday, for the Syrian ports; and every Saturday, for Syra, Smyrna, and Constantinople. Or, by the Austrian Lloyd steamers from *Trieste* (Route 8), every Saturday, for the Levant ports, Constantinople, and the Black Sea, or from other places; see page 217 and *Bradshaw's Guides*. Syra, Smyrna, and Constantinople are chief centres for branch routes.

The direct Austrian boats from Trieste touch at

CORFU—*Telegraph.*

In the Ionian Islands, now annexed to Greece, and facing Albania. Population, 16,500.

HOTELS.—St. George; D'Angleterre.

STEAMERS to Ancona, Trieste, Constantinople, &c.

BRITISH CONSUL.—R. Reade, Esq.

BANKERS.—Ionian Bank; Barff and Co.

OBJECTS OF NOTICE.—The beautiful view, as the Harbour is approached, of the Citadel; One Gun Battery, near the spot where Ulysses was wrecked; Government House, &c.; Promenade; Barracks; Theatre.

IN THE VICINITY.—Pantaleoné, with its magnificent views (16 miles); Benitza (8 miles); Gevino, by sea, and its old Venetian Harbour; Ipso, with its olive trees.

Thence per Austrian Lloyd Steamer to

ZANTE—*Telegraph.*

(Ancient Zacynthus).

Population, 16,250.

HOTEL.—British.

BANKERS.—Ionian Bank; Barff and Co.

CONSUL.—R. C. M. Stevens, Esq.

STEAMERS.—To and from Trieste, *en route* for Athens, Syra, Smyrna, &c.—See *Bradshaw's Continental Guide.*

OBJECTS OF NOTICE.—Fortress, built by the Venetians; Barracks; Hospital; Lighthouse; old Government House, &c.

IN THE VICINITY.—The extensive currant plains on the shores.

Thence to Syra (as below), and thence to Porto-Leone, the ancient **Piræus**, 5 miles from

ATHENS—*Railway Station and Telegraph.*

The capital of the Greek or Hellenic kingdom. Population, 63,400.

HOTELS.—D'Angleterre; New York; des Etrangers.

OMNIBUSES.—To and from Porto-Leone (**Piræus**) every hour; also, by rail, the only one in Greece.

BRITISH CONSUL.—C. L. W. Merlin, Esq.

BANKERS.—Ionian Bank; Bank of Constantinople.

COINS.—The same as at Syra (see below).

STEAMERS FROM PORTO-LEONE (**Piræus**).—To Syra (10 hours), Smyrna, Constantinople, in three days. To Marseilles, *viâ* Messina. To Megara, in 6½ hours. To Trieste, *viâ* Cerigo and Corfu.—See *Bradshaw's Continental Guide.*

OBJECTS OF NOTICE.—The Acropolis, on which are the Parthenon, Ionic Temple, Propylœa Gate Way, Doric Temple (museum), Temple of Olympian Jupiter, Areopagus. King's Palace; Royal Stables; Hospital; Barracks; Theatre, &c., in the new town. The Emperor of Austria was here, 1869, and the Prince of Wales, 1875, on his way to the East.

IN THE VICINITY.—Many various ruins of its ancient splendour. It was in this neighbourhood that Messrs. Herbert, Lloyd, Vyner, and the Italian Secretary of Legation, though under escort, were captured and murdered by bandits, 21st April, 1870.

SYRA—*Telegraph.*

An important Greek island of the *Cyclades*, in the Archipelago, where many of the steam routes centre. Population (1871), 21,000. It rises 4,000 feet, and has a good harbour, near the modern town of Hermonopolis.

HOTEL.—D'Angleterre.

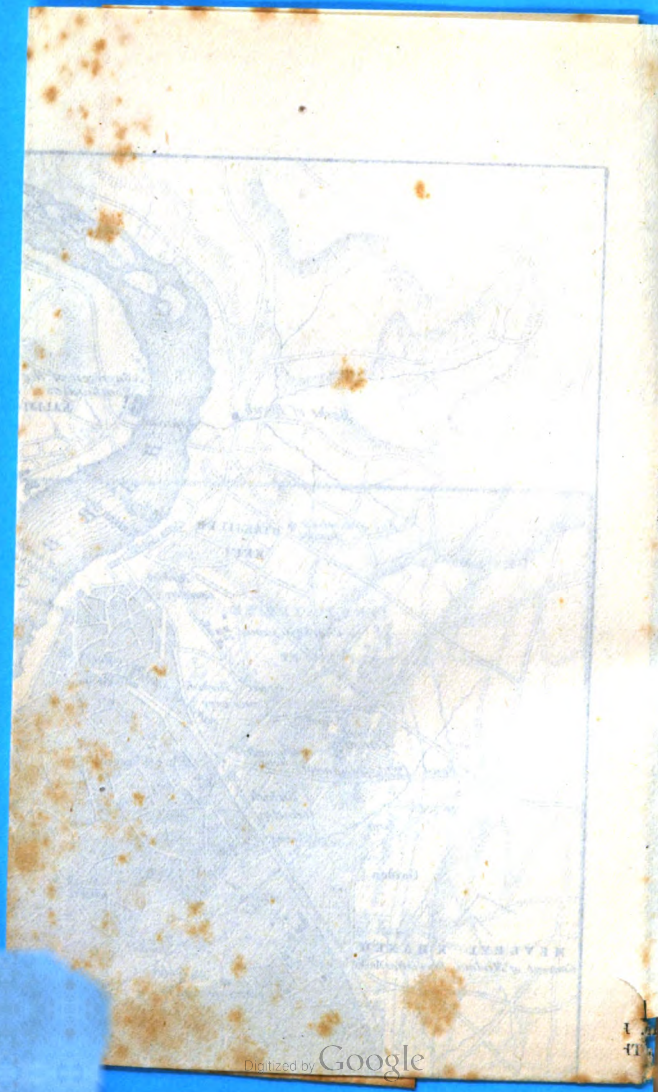
BOATS.—12 drachmi per day.

COINS.—100 Leptas = 1 Drachma = 9½d.
26 Drachmi = 1 Sovereign.
1 Drachma and 30 Leptas = 1 Shilling.
11 Leptas = 1d.

BRITISH CONSUL.—W. P. Binney, Esq.

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STEAMERS.—To and from Marseilles, Trieste, Corfu, Zante, Candia (15 hours), Athens (10 hours), Smyrna, Volo, Salonica, and Constantinople.—See *Bradshaw's Continental Guide.*

OBJECTS OF NOTICE.—The view from the Harbour and its approach, Convent Church; Bishop's Palace (rising beautifully from the water's edge); Lighthouse; Quarantine Establishment.

SMYRNA—*Railway Station and Telegraph.*

An ancient city, the chief port of Asia Minor, called ISMIR by the Turks, to whom it belongs, at the head of a splendid Gulf. Population, 160,000; composed of Turks, Greeks, Jews, and Armenians. It is the centre of the Levant trade, in cotton, carpets, currants, &c.

HOTELS.—Des Deux Augustes Mille; Müller; De France.

BRITISH CONSUL.—G. Dennis, Esq.

UNITED STATES CONSUL.—W. E. Stevens, Esq.

RAILWAYS.—Ottoman line (commenced on the 22nd September, 1857), or Smyrna to Aidin, &c., and the Smyrna to Cassaba. They afford opportunities for visiting Ephesus, and the **Seven Churches**, Magnesia, Samos and Patmos, and other ancient spots.—See *Bradshaw's Continental Guide.*

BOATS.—About 5s. 2d. per day.

BANKERS.—Imperial Ottoman Bank.

CARAVANS.—To Constantinople in 8 days; to Aleppo, Damascus, Konieh, &c.

STEAMERS.—To Rhodes, Mezetlin, Alexandretta (Iskanderoon), Cyprus, Latakia, Tripoli, Beyrout, Jaffa, and Alexandria; to Troy, Constantinople, Odessa, and Black Sea; to Marseilles, Genoa, &c., *viâ* Syia and Malta; to London every two weeks (Smith, Sundius, & Co.); to Corfu, Ancona, and Trieste.—See *Bradshaw's Continental Guide*, and page 217.

OBJECTS OF NOTICE.—Governor's Palace; large Barracks built for the English in the Crimean War; the Vizier-Khan, among the ruins of the ancient Theatre; a Byzantine Castle overlooking the Bay, on the Acropolis; Cemetery on Mount Pagus; St. John's old Church. The Tantalais Mounds on Mount Sipylus (3,000 feet high), close to the harbour. Here are an English Church, Chapels, Libraries, Theatres, Casinos, Clubs, Colleges, Hospitals; besides numerous Mosques, Bazaars, and Baths. Homer is claimed as a native of Smyrna, and his Cave is shown. The Frank Quarter lies along the harbour, near the new *Quay* and *Breakwater*.

IN THE VICINITY.—The promenades and drives in the neighbourhood are picturesque and beautiful, but *si banditti* sometimes infest the suburbs, travellers should go about in parties, and carry revolvers with them. Many villas of the Smyrna merchants are seen.

EXCURSIONS.—To the Baths of Diana, Homer's Cave, Ephesus and its Temple, Miletus, Magnesia, Nymphæum (supposed of Hittite origin), Patmos, &c.

Thence, *viâ* Mitylene and Tenedos, opposite the plains of Troy, and up the Dardanelles, to

CONSTANTINOPLE (Stamboul)—

Railway Station & Telegraph—The Capital of Turkey.

Telegraph communication between Constantinople and all parts of Europe, the Ottoman Empire, and India. Noon is now signalled from Tophaneh for the benefit of shipping.

Population, about 600,000; some say a million.

BANKERS.—The Imperial Ottoman Bank; Hanson and Co.

HOTELS.—Prince of Wales; Chamber of Commerce; Byzance; Paix; Téké; Constantinople; Imperial; Angleterre; Royal; German; Petala, at Therapia.

BRITISH AMBASSADOR.—His Excellency Earl of Dufferin, K.G.

BRITISH CONSUL-GENERAL AND JUDGE OF CONSULAR COURT.—T. H. Fawcett, Esq.

UNITED STATES CONSUL.—G. H. Heap, Esq.

NEWSPAPERS.—Nearly fifty; of which one English; *La Turquie* (official) and some others are French; the rest are Turkish, Greek, Armenian, Persian, &c.

ENGLISH POST-OFFICE at Galata. Mail every Wednesday, 2½d. per ½oz

SERVICE at the Embassy and Episcopal Chapels.

HAMALLS (Porters).—For carrying luggage, 5 piastres. CAÏQUE (Boat).—Tariff, 4 piastres for one person, with luggage, to the Custom House 6 piastres for two ditto.

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CUSTOM HOUSE OFFICER.—3 piastres for examination of luggage. CUSTOM HOUSE AT TOPHANA.—On arrival in the Bosphorus, jump into a caïque (*not* a Maltese boat), and go to it direct.

FURNISHED APARTMENTS are better than Hotels; inquire at the shops, and then take a Hamall (porter) to point out the place named (fee, 3 piastres). Rent them weekly; let the landlord provide breakfast only, and always dine at an hotel.

COMMISSION AGENT.—A. C. Laughton, at Galata.

Omnibus and Tramway lines are established with great success.

CONVEYANCES.—There are two kinds of carriages in use here, viz.:—No. 1. In the shape of a balloon, painted, gilded, and provided with very high wheels; at each side is an opening, to enter which the traveller must mount on a wooden stool. Venetian blinds, no seats or cushions, as it is customary for all who drive out to take their own carpets and bolsters with them. They hold four passengers, and are drawn by one or two horses. No. 2 has much higher wheels, the top covered, and the sides open. Travellers enter at the back they hold eight persons, and are drawn by one or two oxen. The coachmen walk by the side.

STEAMERS to Scutari, &c., see Routes 17 and 18, and page 217. To Trieste, every Saturday; to Marseilles, Wednesday.

RAILWAYS.—Pera is now joined to Galata by a Tunnel rail, ¼ mile long, moved by endless bands on a drum. Roumelian line—Stamboul to Adrianople, Philippolis and Bellova—opened June 1st, 1873; 300 miles long. Scutari and Ismidt line, in Asia Minor, open. A line is projected from Erzeroum to Sivas, as part of a line through Asia Minor to India.

OBJECTS OF NOTICE.—The *Sultan's Palace* (Seraglio), which is on the sea side, surrounded by walls with towers, and separated from the city by canals, is 3 miles round. The principal entrance to this Palace is of marble, and called Capi, or the Porte (the gate), hence the name "Porte" given to the Empire. The *Castle of Seven Towers* (a state prison); the Acmedan (place of arrows), from which a most magnificent view is obtained. It is used by the Sultan as an archery ground. *Dockyard* at Haskeui, on the east side of the Golden Horn, where there is a settlement of 700 English artizans, who are employed here. They have a lecture hall and school. Barracks, capable of containing 10,000; Promenades (the great and little Campo at Pera); Palace of the British Embassy; Mosque of St. Sophia; the Mosque, where the Dancing Dervishes perform; the Mosque, where the Howling Dervishes perform. Several ancient Churches are now mosques.

The Tower of Galata, and the Seraskier, should be ascended, in order to enjoy the charming views around Constantinople. To describe the panorama which presents itself to the traveller's view is utterly impossible. The Bazaar, the extent of which is very great, as it occupies many streets, is covered in, and receives light from above. The Baths; Mosques of Aja Sofie, Sultan Achmed, Osmanije, and Soleimanije should especially be visited; Slave Market; Old Serail; Hippodrome; Great Cisterns, with a thousand and one pillars; Aqueducts of Justinian and Valentinian (most stupendous works, which extend from Belgrade to the "Sweet Waters," a distance of 15 to 16 miles, and supply the imperial city with water); Coffee Houses (which are frequented by the Turkish story-tellers), should be visited, also the Building where the Coffee is ground by machinery. Theatre, at Pera; handsome wooden Bridge over the Golden Horn; Robert's American College; Kitchen for the Poor. The Prince and Princess of Wales arrived here on 1st April, 1869, and the Princess visited the Harem on the 6th. They were here again on the 17th, on their return to England, after a flying visit to the Crimea.

REMARKS ABOUT THE CITY.—Constantinople does not in any degree realise the expectations with which a traveller approaches and enters it; the streets are miserably narrow, and filthy in the extreme. The town is not lighted, and every person going about at night is compelled by law to take a lantern with him (these lanterns are similar to those used at Cairo). They are made of paper, and shut up into a small compass, resembling in size a crumpet or muffin. They open and shut, and when extended are nearly a foot in length—there is a kind of socket inside in which the candle is placed. If any unfortunate Frank (European) is caught without one of these appendages, he is

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taken up by the guard, and walked off to the nearest guard-house, where he is obliged "nolens volens" to pass the night. All the gates of the city are shut at sunset (7 p.m.) It is a long time before the traveller can accustom himself to the horde of wretched miserable-looking dogs which he meets in every quarter of the town; they are the scavengers of the city. They are seldom known to go mad, so that no fear need be entertained on that head; the traveller should provide himself with a rattan, or small gutta percha whip, when making perambulations about this town. Nothing is more annoying than the continual dread of fires which prevails throughout the entire population of this imperial city; and, in case of any conflagration happening in the quarter where the traveller may have taken up his abode, he will quickly be assailed by a knock at the door of his domicile, with the cry of "fire, fire," and if he is obliged to remove his traps, let him avoid confiding them to Greeks, the most arrant rogues in existence, for they are not to be trusted; a Turk will *faithfully* take charge of them. In June, 1870, a fire at Pera burnt 20,000 houses (mostly wood) and 1,000 human beings.

In the *Bazaars* will be found almost every article of European and Eastern manufacture; hence they are the fashionable resort of both sexes. In order to obtain a view of the *Mosques* it is necessary to employ some of the guides who are at the hotels to procure a firman, which not unfrequently costs £5 to £10; and before entering it is *imperatively* necessary that the traveller should leave his boots, shoes, or slippers, whichever he may happen to wear, at the door, where he will find them on his return. Without conforming to this custom he will *not* be allowed admittance. Everything here is carried by men, except wood, coals, provisions, and building materials, which are borne by horses and asses. The porters form not only a most numerous, but also a most useful, class of people in the imperial city.

PLACES IN THE VICINITY.—Village of Apgate, Pera, Galata, Barracks, Hospital, Scutari. Traverse the Bosphorus in a caique; these boats are built as slightly as the wherries on the Thames, and it is necessary for the occupants of them to sit quite still, as they are easily upset. Burial Place of Scutari; Eyub or Job (here the most noble of the Turks are interred) and its magnificent Mosque; beautiful White Marble Fountains; the late Sultan's Mosque; the European and also Asiatic "Sweet Waters;" the Sultan's Palace, Chalcedonia, adjoining Scutari, the views from which are exceedingly lovely — the snow-clad summit of Olympus (9,100 feet high) is seen in the distance. Balukha (where the Mahomed, 140 gun ship, is passed, and also the Seven Towers, so called, as only five, however, remain); Greek Church; Brussa (at the foot of Olympus, where Abd'-el-Kadr lived till it was half ruined by an earthquake); Gamlek (distant 30 miles by steamer); the Mosques of Ulla Drchamy, Sultan Mahomed I.; Ilderine Mairad I.; and the Iron Foundry at Tophana.

CLIMATE.—The summer is very variable, part of the day being hot and another portion cold. Flannels, cotton shirts, and hats covered with white (having long curtains down the nape of the neck), should be worn. Neither wine, milk, nor water should be drunk, nor fruit nor eggs eaten in any large quantities. Coffee diluted with water is the most refreshing, cooling, and healthy beverage.

HINTS.—All articles of English comfort and luxury should be taken with the traveller previous to starting on this tour. If a smoker, let him not forget his cigars; all here are bad and very dear.

He can, after visiting the Sights of the Turkish capital, take his passage for Port Said or Alexandria (there to await the arrival of the P. and O. Company's vessels, if he expect friends from England to join him here; if not, he can proceed through Egypt, visit the Sights of the country, and quietly remain at Suez, until the sailing of the P. and O. Company's Packet to India) by the Austrian Lloyd, Russian, or French Messageries Company's steamers. If the tourist contemplates embracing either the Tigris or Euphrates Routes to the Persian Gulf, he may, for the former route, proceed by steam to Trebizond; or by land, *vid* Tokat, Sivas, and Diarbekir, to Mosul. For the latter route, proceed from Constantinople by steam to Smyrna and Iskanderoon, or by land to Aleppo.

The homeward-bound traveller can proceed from Alexandria on every alternate Friday, at 4 p.m., by the French Government Packets to Constantinople, and from thence reverse this route.

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The Turkish or Ottoman empire, of which this city is the seat, extends over parts of Europe, Asia, and Africa, and comprises a population of upwards of 46 millions.

European Turkey includes Bulgaria, part of Croatia, Dalmatia, Roumania, Albania, Macedonia, Janina, and Livadia; Eastern Roumelia being independent; Bosnia and Herzegovina transferred to Austria; and part of Thessaly to Greece. The principal towns are Constantinople, Larissa, Yanina, Sophia, and Adrianople. Present area, 61,000 square miles, and 4¼ millions of population (half being Christians), instead of a former area of 200,000 square miles, with a population of 16,000,000.

Asiatic Turkey comprehends Armenia, Irak, Arabia, Diarbekir, Kurdistan, Caramania, Natolia, Syria, and Palestine; the principal towns of which are Smyrna, Aleppo, Damascus, Jerusalem, Bagdad, Trebizond, Sinope, Kars, Beyrout, Scutari, Acre, &c. Extent, 1,400 miles by 900, or 450,000 square miles, and population 16,250,000. It is rich in coal (along the Black Sea coast), iron, copper, silver, and lead.

In *Africa*, Egypt is tributary to Turkey. Area, 1,260,000 square miles; population, 16½ millions (Egypt proper is about one-third only); and principal towns Cairo, Alexandria, Suez, Assouan, Damietta, &c. Tripoli and Fez are nominally tributaries, inasmuch as they acknowledge the Sultan as the head of the Moslems. Tunis is under France.

The country of European Turkey is rather mountainous. Its productions, &c., are currants, figs, saffron, silk, drugs, and Wallachian sheep. The country of Asiatic Turkey is also mountainous, but intermingled with magnificent plains. Climate excellent, and the soil rich and fertile.

OVERLAND ROUTES THROUGH ASIA. FROM CONSTANTINOPLE. ISKANDEROON, &c.

The routes across ASIA to INDIA, which we are about to describe, all terminate at the Persian Gulf. An extra map accompanies these routes.

1. SYRIAN or EUPHRATES ROUTE.—From Iskanderoon (Alexandretta), *viâ* Antakia (Antioch), Aleppo, and Hillah (Babylon), to Bussora. It passes two great pilgrim places—Kerbela or Meshed Husein, and Meshed Ali.

2.—TIGRIS ROUTE.—From Constantinople, *viâ* Mosul (near Nineveh), to Bagdad and Bussora. This is partly in the direction of the Indo-European Telegraph Line, opened March 1, 1865; and of a projected rail to India through Europe and Asia, *viâ* a bridge over the Bosphorus. Part of the line is open to Ismidt, and is to be extended to Baghadad. It would be in connection with another projected line from Calcutta, through Thibet and China to Canton, &c.

3. TRANSCAUCASIAN ROUTE.—From Odessa, *viâ* the shores of the Crimea and Circassia, per steam, to Redut Kali; thence to Kutais and Gori to Tiflis (capital of Georgia); thence to Sultania and Koom (the holy city) to Bushire. This is the direct and shortest route from Tiflis to the Persian Gulf.

4. PERSIAN ROUTE.—Through the Crimea, across the Euxine Bosphorus; thence through the Chornimori (or Black Sea), Cossacks' Country (on the banks of the River Kouban), through Circassia, to Tiflis, Tabreez, Teheran, Ispahan, and Shiraz, to Bushire, visiting the ruins of Persepolis on the way.

All the above Routes were travelled over by the writer of this sketch, and may be relied on for their authenticity and general correctness. He has nevertheless availed himself of making a few extracts from the works of Rich, Ainsworth, Botta, Layard, Bonami, &c., to illustrate the new Routes in Persia, and by the Euphrates and the Tigris. He has also added useful information for the Eastern tourist, together with a list of necessaries indispensable in Asiatic travel, As the new Routes traverse the centre and the two sides of the old Assyrian empire, it necessarily follows that the sites of the cities of Nineveh, Babylon, and Persepolis must be taken into account in describing them.

ADVICE TO TRAVELLERS INTENDING TO TAKE THE ASIATIC OVERLAND ROUTES TO INDIA

It is recommended to procure, before starting on the journey, either an Arab or Turkish interpreter, a sort of dragoman, who must be acquainted with the countries and their languages, which the traveller intends proceeding to.

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In making the selection, care should be taken to be guided by the advice of your Consul, who will examine his certificates, and conclude the agreement between the parties; in the East, Consuls are generally provided with a list of men always at their command, for the service of travellers. Constantinople, Alexandria, Cairo, Aleppo, Smyrna and Erzeroum are the best places to procure guides. On the fidelity and courage of these men your personal safety and comfort depends. He is engaged to accompany you to a certain point, and when his services are dispensed with, he expects a *baccheech*, or present. Your Consul will instruct you also in money matters, and will give you letters of recommendation to merchants, or others, where there is no Consular establishment. These letters are indispensable, as they serve all the purposes of a Consul for your immediate requirements; as, for instance, assuming the traveller to select the Tigris Route, and to leave Constantinople for Trebizond, Erzeroum, and Diarbekir to Mosul; arriving there, or at some other place, perhaps he meets with no Consular officer; he thereupon looks up his letters of introduction from Constantinople, and, once presented, seeks the assistance of those to whom they are addressed.

We will again suppose the traveller to be at Mosul, or, having chosen the Euphrates Route, to find himself at Aleppo. In the former case he has to apply to the governor for the service of a Kawass to accompany him to Bagdad; in that of the latter, his consul is there and takes the responsibility. A Kawass, being in some cases a soldier, his authority is the more respected. Within the jurisdiction of the pashalick of Mosul, his services if descending the Tigris, cease at Bagdad, at which place it is scarcely necessary to apply for another, unless it is intended to deviate from the direct Route to Bussora; in that case, in a country peopled almost by wandering tribes, the more authority you show in your party the better, and it is at all times safer.

From Iskanderoon on the one hand, and Trebizond on the other, horses and mules must be hired from place to place, to Mosul or Aleppo, as the case may be. Should the traveller determine to continue his route on horseback, it would be advisable to purchase horses and mules at starting. The novelty of navigating the Euphrates or the Tigris, will, together with the expense of the former compared with that of the latter, determine in favour of the case and comfort of a boat, or a raft, in preference to many hours passed on a jaded animal. The Consul at Aleppo will advise for the navigation of the Euphrates.

Say the traveller arrives at Mosul; here, if he intend descending the Tigris by raft, he will discharge his horses and baggage mules, together with muleteers and the Kawass, who has accompanied him from Constantinople or Trebizond; after paying them according to agreement, he must be prepared to give them each a small sum as a present, the well-known "bachsheesh"; this is an eastern custom, and must not be neglected in the smallest transactions with the natives.

You now make arrangements for descending the river to Bagdad, by boat or raft; the latter is constructed of spars and planks of timber, bound together, and placed on inflated skins; it is covered with an awning, and supported by hoops, similar to our hooded carts in England, in which the traveller with the assistance of his travelling equipage, may be made very comfortable; two boatmen are indispensable, and a third, if the raft be of a larger description, named *kaliks;* two large oars or paddles steer the raft: at sunset it is made fast to the shore for the night. If provisions be required, one of the boatmen, with the Kawass, goes to the nearest encampment or village, where they can generally procure eggs, chickens, a sheep or lamb, sheep or goat's milk; other milk is out of the question, nor is there any butter; a sort of preserved curds is the only resemblance to cheese met with; the bread is a soddened cake of coarse barley-meal or millet flour; wheat flour is rarely met with beyond the towns. On arriving at Bagdad the timber of the raft is disposed of; the boatmen being then paid, find their way back to Mosul with the disinflated skins.

THINGS INDISPENSABLE TO AN ASIATIC OVERLAND TOURIST.

1 Camp bedstead.

1 Camp (horsehair-stuffed) mattress and pillow. covered in leather, with strap attached for buckling it up.

1 Large (dressed) ox-hide, without the hair, for a tent carpet.

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1 Mosquito curtain.
12 Luggage straps, different sizes.
6 Foraging cords, with nooses at one end, each 15 to 20 feet long.
2 Leather or brown canvas bags, for provisions and cooking utensils.
1 Ditto for soiled linen, &c.
6 Towels.
6 Ditto (coarse), for provisions.
1 Officer's tent and pole.
2 or more camp stools.
1 Ditto tray table.
1 Strap with brass hooks.
2 Railway wrappers.
1 Double-barrelled rifled gun.
2 Revolvers, with belts, ammunition pouches, &c.
1 Regulation, or other sword, supply of powder, ball, shot, &c.
1 Travelling tin bath and cover.
1 Tea canister, 2 wooden salt and pepper boxes to screw together.
4 or more cups and saucers.
6 Knives and forks and 1 large knife.
6 Tea spoons and 4 soup spoons.
1 Woodman's bill hook.
3 Camp fire sticks (for cooking), spiked at ends, to act with hinge or swivel at top.
1 Large well stuffed hunting saddle.
1 Hard and sharp bridle, the stirrups and bridle bit galvanized.
Writing materials of all kinds.
1 Strong useful pocket knife.

Galvanized Sheet Iron Articles.

1 One gallon boiler, with tap and ring.
1 Washhand basin.
1 Water can (1½ gallon).
1 One gallon boiler or saucepan.
1 Ladle and 2 large cooking spoons.
1 Teapot and 2 pint jugs.
3 Basins—1½ pint, 1 pint, and ½ pint.
6 small and 2 large dinner plates

A sufficient quantity of the following articles, serves a journey of three or four months:—

A small bottle of ammonia, which will be found useful in case of a poisonous sting of any insect or reptile.
Quinine.
Tincture of rhubarb.
Cockle's pills.
Soda water powders.
Seidlitz powders.
Lint and old linen.
Dredge's heal-all.
Brandy.
Medicated cotton.
Tincture benzoin.
3 yards of flannel.
Prepared groats.
Mustard.
Linseed meal.
Diachylon plaister.
Tea and sugar.
Pepper and salt.
Carbonate of soda.
Essence of coffee.
Prepared chocolate.
Wax candles & matches.
Ginger (powdered) and maccaroni.
2 small hams & vinegar.
8lb. consommé, 1 jar of salt butter.
1 bag captain's biscuits (56lb.)

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SKELETON ROUTE XVII.

EUPHRATES ROUTE.

CONSTANTINOPLE and the SYRIAN ROUTE, vid ISKANDEROON (or ALEXANDRETTA), in the LEVANT, down the EUPHRATES and TIGRIS, to BUSSORA in the PERSIAN GULF.

OUTWARD.

The French Messageries Steamer leaves Constantinople every other Wednesday, touching at Smyrna, Rhodes, and Iskanderoon (Alexandretta).

The Russian Steam Navigation Company's Steamer (every other Saturday) follows the same Route.

French Messageries Steamer leaves Alexandria every other Monday, touching at Jaffa (for Jerusalem), Beyrout, Tripoli, Latakia, and Iskanderoon.

The Austrian Lloyd Company every other Friday and Saturday.

Distances and Route.—See Route 16.

HOMEWARD.

French Messageries Steamer leaves Iskanderoon (Alexandretta) every week, for Beyrout, Jaffa, Alexandria, and Marseilles.

The Russian Company leaves Iskanderoon (Alexandretta) every other Friday, for Smyrna and Constantinople.

Fares, &c.—See *Bradshaw's Continental Guide.*

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ROUTE XVII.

SYRIAN ROUTE, TO BUSSORA, FROM ISKANDEROON.

The starting place, **Iskanderoon,** or **Alexandretta,** lying to the north of Beyrout, may be reached by the Messageries and other steamers, either from Constantinople or Alexandria.—See *Bradshaw's Continental Guide*, and page 225.

From Iskanderoon the distances to Bussora are as follow:—

Beilan	10	miles.
Antioch	22	,,
Salkand	20	,,
Markmasseeren	20	,,
Aleppo	27	,,
[To Mosul, see (C) below.]		
Kalat Belis	50	,,
Hit, by the Euphrates	298	,,
Bagdad	80	,,
Bussora, by the Tigris	260	,,
About 787 miles.		

(A)—From Iskanderoon, *viâ* Aleppo and the Desert, about 900 miles to Bussora.

(B)—From Iskanderoon, *viâ* Orfah, Diarbekir, Mosul, Bagdad, Hillah, to Bussora:—

Diarbekir	279	miles.
Mosul	222	,,
Bagdad	200	,,
Hillah	50	,,
Bussora	415	,,
About 1,166 miles.		

(C)—From Aleppo to Mosul, *viâ* Diarbekir, distance about 400 miles, time in chapper khan (*i.e.* by Post Horses), five or six days, thus:—

Aleppo to

Ak Dejavin.	Khan-iki Jorin.
Chainurly.	Assiah.
Changily.	Mardin.
Tillchalid.	Harin.
Ekisja.	Shazr-el-Bordah.
Beredjik, or Belijik.	Amudia.
Sary.	Nisibin.
Derkit.	Ayna Aura.
Haraseka	Tchli Aga.
Orfah, or Urfah.	Rumeelat.
Ras-el-Ain	Tell-el-Hamza
Garus.	Tell-el-Hawa.
Souverick, or Severek.	Avaned.
Aralyn.	Rogna.
Guilik.	Dubbia.
DIARBEKIR.	Ameidat.
Khan Ajh Pinr.	Mosul

ISKANDEROON (Alexandretta)

Is a small Syrian town of mud huts, on a patch of sand, on the south side of a swampy Bay, 40 miles by 20 miles, facing **Cyprus** (see *Bradshaw's Continental Guide).* Population, about 5,500. It forms the natural port of Aleppo, and was once a place of importance. Old Castle. Anchorage at *Ayas*, opposite, where boars and tortoises are found. To the west is *Tarsus*, the city of the Apostle Paul. *Issus*, where Alexander defeated Darius, in view. Goods are forwarded bycamels to Aleppo or Bagdad. A camel caravan occupies six days, and mules occupy three days between this and Aleppo. Caravans from Damascus, *viâ* Aleppo, to Constantinople occupy 40 days. Tatars riding post perform the journey in six days. The distance hence in a direct line to the Euphrates is 120 miles. Across the marsh to the Beilan Pass, or Syrian Gate, which rises 1,600 feet by easy gradients, on an old Roman road. In 3½ hours we arrive at

BEILAN.

About 9 miles; the head of a district governed by a Pasha. Hither the inhabitants of Iskanderoon fly in the summer months for shelter from the noxious vapours near the sea. The town is built in terraces, of stone tiers, one above the other, over a ravine; a thousand little streams run from the mountains, and cool the atmosphere. The population is principally Syrians, who live by making butter, breeding sheep, goats, and poultry, to sell at Iskanderoon and to the shipping at that place. There is a Protestant Mission. Proceeding from this the road lies through the higher part of the town, and soon after the fertile plains of Antioch open on all sides, and remind us of the former fruitfulness of the soil; here commence the encampments of the wandering Arabs of the plains of Mesopotamia.

About five hours from Beilan we cross a marshy plain and the river *Orontes*, or Assi, over an ancient bridge, to the gate of

ANTIOCH.

Now called by the Turks *Antâkia.*

ENGLISH CONSUL.—J. Douëk, Esq.

This city, once so famous, was founded by Seleucus Nicanor on the dismemberment of the empire of Alexander. Here the "Disciples were first

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called Christians." It is now a miserable place, extending four hundred yards from the side of the river to the bottom of Mount Cassius, a rocky cone, on the summit of which, and round the town, the Crusaders, during their possession of Syria, built a strong wall. Nothing now remains of its ancient grandeur except some stupendous causeways and massive gateways of hewn stone—one called Paul's Gate (Bab Baulus), near St. John's Church, which has an altar, given by Pio Nono, dedicated to St. Peter, Bishop of Antioch. There are also remains of Antiochus's Palace, and of Baths, and the Grotto of Daphne. The modern city occupies the left bank of the Orontes; the river is 200 feet wide, and the city is surrounded by walls enclosing a space of about a mile in diameter; it does not include one-eighth part included by the old walls. Population of all creeds, 12,000. In the reign of Theodosius it contained 100,000 Christians alone. Gibbon says, "Antioch and Alexandria looked down with disdain on a crowd of dependent cities, and yielded reluctantly to the Romans." It has suffered greatly from earthquakes in 1822 and 1873. The latter one destroyed nearly half the town, killed 500 persons, and swallowed up or injured several buildings, including the Greek and Armenian Churches, Paul's Bridge, and a Roman Bridge. It extended up the Orontes and altered the character of Mount Cassius. A large species of eel is caught in the Orontes, and cured expressly for the Greeks; grapes are abundant, but the cultivation of the mulberry and the growth of silk are the staple branches of business.

After some time, passing along the remains of an old causeway, we quit the ancient boundaries of Antioch. We now approach a delightful country, a succession of richly cultivated fields and rolling hills, covered with grain and cotton, the latter abundant; olive and mulberry trees are everywhere seen; quantities of game are observed, partridges in particular, plentiful; and arrive at

Salkand.—This village is situated on an eminence; around it are well cultivated gardens. From hence we commence a hilly road, which continues for several miles, and terminates in the midst of some rugged mountains. Descending again, we traverse a defile to

Arminac, surrounded by gardens and fig plantations; from hence, after the first hour, we enter a desolate plain. Nothing now is seen as far as the eye carries one but uninhabited and deserted villages. As we approach Aleppo, the country is level, and covered with small stones, which makes it disagreeable for horses to travel over; within 4 miles the city is seen to advantage, and the stranger is astonished at the magnitude and grandeur of its appearance; rising, as it does, from the bosom of the desert, with its ancient Castle in the centre of the city. Its turrets, minarets, and domes, variously interspersed with the flat and terraced roofs of the houses, added to its massive gates and elevated walls of stone, give it much dignity. The Tastle Hill is 200 feet high and about a mile round.

ALEPPO—*Telegraph Station,*

In connection with Damascus and with Diarbekir, on the Indo-European line.

Having presented our letters of introduction to a merchant, we are speedily conducted to a house provided for our accommodation.

English Consul.—P. Henderson, Esq., the discoverer of remains at *Carchemish*, the Hittite capital (page 228).

Bankers.—Gurunli and Co.

The trade is about 4 millions a year. Money is 2 to 3 per cent. per month.

Aleppo, now called *Haleb*, is the capital of a province, or pashalick, of the same name, of considerable extent; and is in fact the metropolis of this part of Syria, standing 1,200 feet above sea.

Population, 70,000. Inside the walls it presents to view a mass of narrow streets and bazaars, and prison-like houses, with some middling shops. In a few instances there are modern-paved streets and good footpaths. The houses are built of stone and flat-roofed, on the top of which the inhabitants sleep in the hot summer months. Gardens cover all the roofs; so that seen from above, the city is a succession of terraces, over which is spread rank and luxuriant vegetation, beneath which the inhabitants circulate. It is easy to walk from one end of the city to the other, over the streets and houses; there being wooden ladders placed at the end of the terraces to enable the wanderer to travel from one range to another.

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The *Castle*, on its artificial eminence in the centre of the city, which it overlooks, is approached by gates, having flanked towers, and a drawbridge over the ditch which surrounds it. Of 100 *Mosques*, that which is most venerated is the Zacheriers. In front of each is a fore court, in which there is a fountain. There are also 50 musjids, or oratories, 12 Turkish colleges, five courts of justice, five governors' palaces, 40 great Bazaars, 60 baths, 200 fountains, 100 *cafés*, two lunatic asylums, and 31 khans, occupied principally by Franks or foreigners. The environs are productive of every kind of fruit and vegetable suitable to the climate; the gardens are 12 miles long; the city is supplied with good spring water from the village of Heylan, 8 miles distant, by an aqueduct built by the Empress Helena. Aleppo was under the dominion of the Romans for 700 years. It gives name to a swelling called the "Aleppo button."

Having made our arrangements for conveyance to the Euphrates, and for a boat with boatmen to be ready for us to descend that river at Kalat Belis, we leave this extraordinary city. For about 20 miles from Aleppo we alternately traverse desert and cultivation, past many encampments of the Arab tribes and numerous flocks. The whole country abounds in game and wild swine. The river is descried about 7 miles off, and is reached at

Kalat Belis.—Here repose for the night, and make purchases of provisions for our journey down the **Euphrates.** We left this little town or village about sunset, and, with wind in our favour, descended the stream at the rate of 9 miles an hour. We passed

Rakka about two o'clock in the morning. From Rakka to

Deir occupied us about 10 hours, the distance about 65 miles. We stopped here for a few hours, during the hottest part of the day.

Anah, distant from Deir about 120 miles, in 14 hours. It was 12 o'clock at noon, and, the heat being very oppressive, we went on shore here and procured refreshment; the mutton and fowl were excellent; we tasted some excellent fish also, and, although the cooking was questionable, yet, from the civility and the low charges, we were well satisfied. Our boatmen were inclined to stay here for the night, but our kawass enforced his authority, and we again resumed our places in our swift craft at sunset. From hence to

Hit we did not stop anywhere, and arrived there in about 12 hours, distance about 80 miles. For information on Hit, and journey from thence to Bagdad and back to Hillah; see Tigris Route to Bussora, Route 18, following. From here a canal made by Nebuchadnezzar has been traced to the Persian Gulf, about 400 miles.

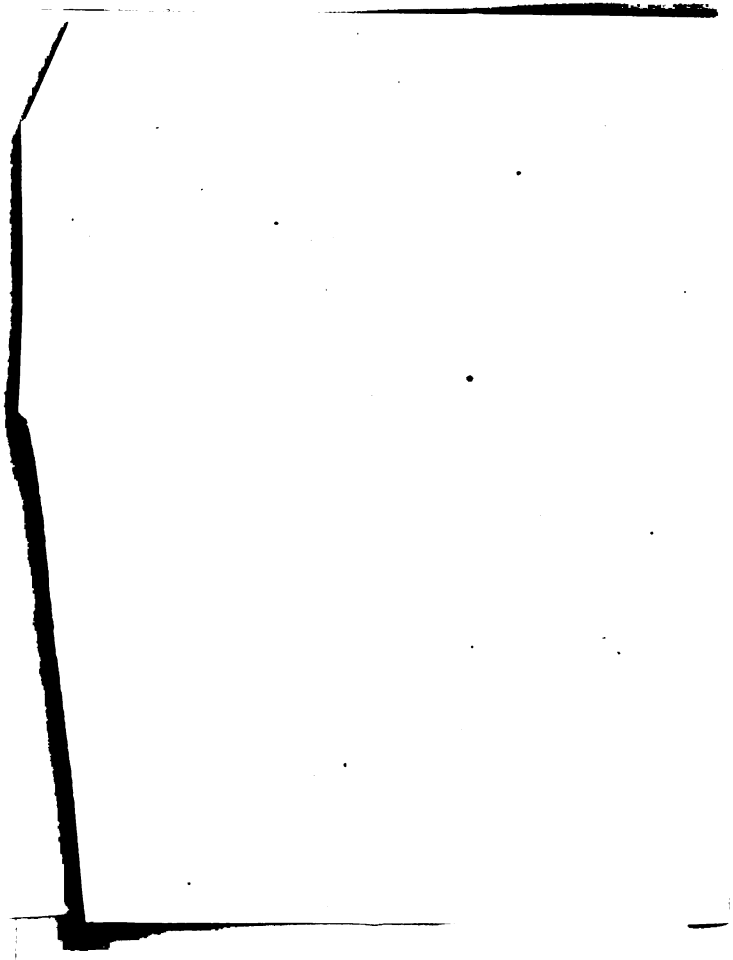
From **Aleppo to Diarbekir and Mosul** (see pages 226, 238, and 232), the route passes a treeless country, abounding in flocks of sheep and goats, to **Beridchick,** or *Beridjik* (95 miles), on the Euphrates; hence, across Mesopotamia, to Tcharmelik and **Orfah** or **Urfah,** a stone-built town, the ancient *Edessa*, the birthplace of *Abraham*, and head of a Christian kingdom, in the country of Harran, 2,700 feet above sea; having a population of 50,000, a resident French Vice-Consul, an old castle, a mosque, &c. **Jerablus** (Hierapolis), the ancient *Carchemish*, is 16 miles south of Beridjik, and is identified as the old capital of the Hittites, whose empire took in Syria and Asia Minor. **Ras-el-Ain,** a picturesque place, 2,000 feet above sea. Hence to **Souverick,** 2,400 feet above sea; then over the Karadja Dagh range (500 feet high) to Kooshdoghan; and so to **Diarbekir,** on the Tigris.

Taking the opinions of the pioneers of overland travel from England, through Syria and Mesopotamia to India, it is a matter of astonishment that the known enterprise of our English capitalists have not been aroused from the apathy which attaches to the question of a

RAILWAY IN THE EUPHRATES VALLEY,

Now traversed by the Indo-European Telegraph. Twenty years before the charter was granted to the late East India Company, the Turkey Company dispatched intelligent men to India, *viâ* Syria and Mesopotamia, to acquire information for more extended enterprises with these countries and India. These gentlemen, Messrs. Newbury, Storey, Leeds, and Fitch, recommended the Euphrates Valley, as being the one by which the greatest dispatch could be obtained between the Mediterranean and the Persian Gulf, from Iskanderoon, *viâ* Aleppo,

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to Bussora. This took place in 1766; Major Taylor performed the same journey in 1796. Mr. Jackson followed in 1799; and, since that period, a host of travellers have been over the same ground, all of whom speak in favour of this route as the best for speedy communication between England and India.

In our day, and very lately too, competent men under government surveyed the Mediterranean coast of Syria, and gave it as their opinion that little if any impediment existed for the construction of a harbour at the estuary of the Orontes; which the Turkish Government agreed to commence, simultaneously with the railway. This harbour, connected by means of the railway to Bussora, at the head of the Persian Gulf, would be a first-rate strategical position; and the line of the Euphrates Valley Rail, in addition to its political advantages, would powerfully promote the commerce and civilisation of the world at large. The Route was first practically opened by the late General Chesney, who, about 1830-5, took a steamer in pieces from Iskanderoon, across Syria, to the Euphrates; put them together on the river, and thus reached Bombay. Our new political relations with Turkey, and the acquisition of Cyprus, give a peculiar importance to this projected railway route, which seems to be the most feasible on military and commercial grounds. The first section from Iskanderoon to the Euphrates, about one-sixth of the whole, is hilly; the rest is a long and easy decline to the Persian Gulf. Ten millions sterling is the estimated cost of the 850 miles from Iskanderoon to the Gulf. Some authorities recommend *Ayas*, opposite Iskanderoon, as a better point of departure.

It was announced in 1875 that the line from Constantinople to Ismidt was to be continued through Asia Minor to Baghdad, at the expense of the Sultan, who promised a sum of £400,000 a year for this object. A direct rail from England to India would be about 3,500 miles long, or about 700 miles shorter than by the Red Sea, making the time four days, at 35 miles an hour.

Against the authorities who favour this projected route we may oppose the opinions of others; for instance, of Mr. W. S. Blunt, an experienced traveller in this quarter.—(See Lady Anne Blunt's *Pilgrimage to Nejd*.) He thinks the scheme to be utterly unsound, and based upon ignorance of facts. Only four days from London would be saved. The line would pass through the bad Governments of Turkey and Persia, over much uncultivated land, chiefly pasture and desert, with few inhabitants. It would be of little use to officials. The Persian Gulf is unhealthy. The Euphrates and Tigris were never rich cor districts. Babylon depended on its great irrigation works, which could not be carried on now.

DISTANCES —1. **Palmyra Route.**—Tripoli (above Beyrout) to Homs, Palmyra, Hit, Seglawieh, and Bagdad, 555 miles; of which 420 are desert or pastoral, without water, fuel, or traffic. Homs is the only town.

2. **Euphrates Valley Route.**—Lattakia, or Alexandretta, to Aleppo, Deyr, Abu Canal, Hit, Seglawieh, Bagdad, 625 miles; of which 390 are desert or pastoral. Aleppo is the only large town.

3. **Mesopotamia or Tigris Valley.**—Alexandretta to Aleppo, Orfa, Mardin, Mosul, Bagdad, 700 miles; of which 230 are pastoral, with no desert, and some large towns.

4. **Bagdad to Persian Gulf.**—Bagdad to Queyt, Kerbela, Meshhed Ali, Suk-esh-Shiock, Bussora, 400 to 460 miles.

5. Or, **Bagdad to Bushire**—*via* Dizful, Shustar, Ram Hormuz, Dilam, and Bushire—570 miles; across six large rivers, but past several towns on a trading route. (See Memorandum in Lady Anne Blunt's work as above.)

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SKELETON ROUTE XVIII.

CONSTANTINOPLE and the BLACK SEA ROUTE to SINOPE, TREBIZOND, ERZEROUM, MOSUL (or NINEVEH), BAGHDAD, and BUSSORA, in the PERSIAN GULF.

OUTWARD.

French Messageries Steamer leaves Constantinople weekly, for Sinope and Trebizond.

Austrian Lloyd Steamer leaves Constantinople every other Friday, for Samsoon and Trebizond.

Russian Company's Steamer leaves Constantinople every Sunday at 4 p.m., for Trebizond, Batoum, Poti, &c.

Distances.—Constantinople to Trebizond by sea; thence by Erzeroum to Mosul (Nineveh), 700 miles; thence by the Tigris to Bagdad, 200 miles, and Bussora, 260 miles. **Total, 1,160 miles.** Constantinople to Diarbekir, 790 miles; Mosul, 220 miles; Baghdad, 200 miles; Hillah, 50 miles. Hillah by the Euphrates to Bussora, 415 miles. Total, 1,675 miles.

HOMEWARD.

The **French Messageries** and other Steamers leave Trebizond for **Constantinople weekly.**—See *Bradshaw's Continental Guide.*

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ROUTE XVIII.

CONSTANTINOPLE TO SINOPE AND TREBIZOND, IN THE BLACK SEA, AND THENCE TO BUSSORA, BY THE TIGRIS ROUTE.

For **Constantinople**, see Route 16. Thence by steamer to

TREBIZOND—*Telegraph Station*,
In Asiatic Turkey.

The ancient *Trapezium*, which Xenophon and the Ten Thousand came to in their famous Retreat.

Population, about 32,000.

English Consul.—A. Biliotti, Esq.

The walls of this city have six gates; the suburbs of the town formed, at one time, part of the ancient city. The modern city has a very agreeable aspect, white houses, with their red tops peeping out from a forest of green foliage; some of the streets are paved; the lower part of the city descends towards the sea, closely resembling a European seaport.

There are eighteen large Mosques; ten Greek and Catholic Churches; seven or eight markets, those picturesque khans of the east; five public baths. A beautiful aqueduct, raised on arches, crosses the valley which separates the city from its suburbs, and bestows equally on both its cool and refreshing waters. There is a large Genoese building still existing, called the Bizestein; the most remarkable structure, however, is the Church of *Saint Sophia;* it is of small dimensions, built of hewn stone, in the form of a cross, lighted by a cupola supported by four marble pillars; the principal entrance is adorned with four white marble Corinthian columns; the Roman eagle is conspicuous over the gate. There are many interesting and beautiful spots in the vicinity. In 1461, Mahomet the Second took possession of Trebizond. It was at that period celebrated for its manufacture of sword blades, which, from its situation in the neighbourhood of mountains rich in mines of iron, became the central armoury of the Sultans of Stambul.

BIABURT.

An old and irregularly-built town, situated on the incline of a beautiful plain, surrounded by mountains, rich in mineral ore. The celebrated copper mines of Argona are not far distant from the town; there is a considerable traffic carried on here in tobacco from Bitlis.

ERZEROUM—*Telegraph Station.*

The ancient capital of Armenia, in Koordistan, Asiatic Turkey, near the head of the Euphrates, 5,800 feet above sea.

Population, about 60,000.

English Consul.—Major Everett.

An ancient irregularly-built city, the streets narrow, dirty, and ill-paved; the Citadel is about the centre of the town, which is (as is the case with most large towns in Turkey) walled in. There are seventy mosques, minarets, and towers throughout the city, which is animated, and the streets thronged and noisy from the constant passing and re-passing of caravans, and travellers on their way to and from the capital. This is the passage where merchandise centres on the way to Constantinople, from Persia, Circassia, Georgia, and Bagdad, *vid* Mosul. A rail is projected across Asia Minor from Erzeroum to Diarbekir and Mersina, on the coast.

Mush, or **Moosh**, a confused mass of buildings, tortuous streets, and bazaars, shops open to the street, in which all kinds of trades are carried on; those in leather and copper utensils predominate. The population consists of about 700 Mahomedan, and 500 Armenian families. The vale of Mush is cultivated in grain and tobacco. Caravans pass here on their way from Aleppo to Trebizond. The woollen and cotton fabrics sold here come from the former.

BITLIS.

On the south side of the Lake of, and directly opposite to, Van, is a very considerable town, and well peopled by Turkish Koords and Armenians; most of the latter are merchants. The scenery of the environs and surrounding country is very grand and imposing. The tall range of mountains, dividing Koordistan from Persia, is seen in the distance; the beautiful shores of the lake, covered with bright verdure, and all around rich valleys and plains, pastured by flocks of sheep and cattle, are imposing and agreeable objects to the traveller. The tobacco of Bitlis is esteemed about the best grown in the Turkish dominions. The lead mines in the mountains, together with the quantity of tobacco grown throughout the country, afford employment to an industrious and frugal population.

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MOSUL, MOOSSUL, or MOUSSUL.

A *Telegraph Station* on the Indo-European line in Asiatic Turkey, in Mesopotamia.

Population, 40,000.

H.B.M.'s VICE-CONSUL.—W. S. Richards, Esq.

Pleasantly situated on a declivity on the right bank of the Tigris, the offspring of Nineveh, it may be said; for the city and stone bridge over the river are chiefly constructed of stones and materials dug from the ruins on the opposite side. It is large, containing many handsome buildings, exclusive of the numerous mosques, minarets, and hummums, or public baths, all of which are built of stone, as well as the walls. The women, principally Koords, go abroad unveiled. The bazaars are well stocked, and the saddlery and trappings for horses good. Silk carpetings, with flowers worked in them, edgings, braid, and other silk trimmings are manufactured here. Here *muslins* were first made, as Marco Polo notes; but they were really cloths of gold and silk. There is a considerable commerce in the manufacture of iron and copper, much of which descends the Tigris, on its way to Bagdad and Bussora. The Judi range to the north-east constitutes, says Sir H. Rawlinson, the true Ararat of the Deluge, overlooking the Tigris. (See **Mosul** to **Constantinople** by land, in Route 18A, following.)

NINEVEH.

"Far away (says Rich), a thousand miles from the highways of modern commerce and the tracks of ordinary travel, lay a city buried in the sandy earth of a half desert Turkish province, with no certain trace of its place of sepulchre. Vague traditions said it was hidden somewhere near the Tigris; but for above a thousand years its known existence in the world was a mere name—a word. That name suggested the idea of an ancient capital, of fabulous splendour and magnitude, a congregation of palaces and other dwellings, encompassed by walls and ramparts, vast but scarcely real."

More than two thousand years had it thus lain in its unknown grave, when Botta, a French *savant* and a wandering scholar, searching about here, revealed once more to an astonished and curious world the temples, the palaces, the idols, the representations of war, and the triumphs of peaceful art of the ancient Assyrians—the Nineveh of Scripture, and of the oldest historians; the twin sister of Babylon. The area of Nineveh is ascertained to be 216 square miles. The Assyrian records assert the number of 36 kings who reigned in Nineveh, on the banks of the Tigris, before what must now be considered the beginning of the Assyrian history. The last of these was Sardanapalus, whose throne was overturned by an invasion of the Medes, who were separated from the kingdom of Nineveh by the mountains of Koordistan. Arbaces led his army across the mountains, and made himself King of Assyria, B.C. 804.

The researches of Botta and Layard clearly show that Mosul, with its bridge across the Tigris, has been built with material found in its immediate vicinity, and from several villages extending up the Tigris, 20 miles from Mosul, taking the line of the left bank of the river for this distance, and within an almost circle, the following modern names occur:—Rabban Hormits, Khorsabad, Nebbi Yonus (Tomb of Jonas), Kouyunjik, Karmales, Awagee, and Nimroud. The position of Mosul, on the right bank of the Tigris, is near to Kouyunjik, the principal palace of the Assyrian kings. Here Botta commenced his researches in 1842, which occupied two years of excessive labour and anxiety of mind. In 1844, Botta closed his operations at Khorsabad (the palace of which was built by Shalmanezar), and had to encounter many obstacles in transporting his valuable collection of sculptures to Mosul, a distance of 12 miles, in consequence of their weight, the want of better conveyance, and the state of the roads. At the end of the year 1846, the fruits of Botta's labours were safely landed in the Louvre, being the first Assyrian antiquities that had ever been brought to Europe.

The celebrated dyke of solid masonry proceeded from Khorsabad down the Tigris, 28 or 30 miles in a direct line south, and 12 miles east; below Nineveh is the dyke called Zikra-l-awaz (or Nimroud), which crosses the bed of the river; 7 miles lower there is another dyke, called Zikra Ismail; 2¾ miles south-east from Zikra-l-awaz are the ruins of Nimroud (or Arthur) they are about 4 miles in circumference.

Layard had already pursued his researches in Persia and Kusistan, or Khuzistan, having visited Susan, the supposed site of *Susa* (see Map accompanying Tigris and Euphrates Routes), of the ancient geographers. In 1840, in company with

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Mr. Ainsworth and others, he made a trip from the latter town to the Mound of Kaleh Shergat, or Shugat, distant 40 miles due south from Nimroud, below Mosul, and situated on the right bank of the Tigris.

Kaleh *Shergat* (see Map of Tigris and Euphrates Routes), possibly the ancient city of Calah, situated in an extensive and beautiful meadow, is well wooded, and watered by a small tributary to the Tigris; it is washed by the noble river itself, and backed by the rocky range of Jebel Khanakah. The Mound, 60 feet high, and on the west side a thousand yards in extent, is constructed with sun-dried bricks. Ainsworth, speaking of this Mound, says, "the appearrance of the mass of construction now before us filled me with wonder. On the plain of Babylonia to build a hill has a meaning, but there was a strange adherence to an antique custom in thus piling brick upon brick without regard to the cost and value of labour." The Mound measures in total circumference 4,625 yards, and is chiefly a mass of rubble and ruins, in which fragments of sepulchral urns lay embedded—such are the remains of Kaleh Shergat.

In the summer of 1842, Layard is found at Mosul, in the neighbourhood of the spot which now formed the one chief object of his thoughts. It was at this period he met with Botta, whose successes at Khorsabad and Kouyunjik still further strengthened Layard's desire to follow out his scheme of investigations on the Tigris. Armed with authority direct from the Sultan, and with sufficient means at his command to proceed in his researches, he again resumed his arduous work, enduring many difficulties and annoyances arising from the superstitions of the natives, the extortion of some, and the bad faith of others; he at last surmounted all obstacles, and the world can now attest his ultimate success and triumph, the proofs of which adorn the courts and walls of the British Museum, numbering 71 pieces of sculpture from Nimroud, besides numerous tablets of inscriptions and fragments of painted bricks, together with an obelisk in black marble, 6 feet 6 inches high, and a sitting statue in basalt from Kala Shergat. See Sir A. Layard's "Nineveh and its Remains, (1848-7)," and his "Nineveh and Babylon (1849-51)." Further researches were made, 1873, by the late Mr. George Smith, of the British Museum, at the cost of the *Daily Telegraph* newspaper; when many objects now in the British Museum were discovered. Most of them have been found in the South-west Palace of Sennacherib's time; and at *Kouyunjik* where they were collected by Assurbanipal (or Sardanapalus). About 1,400 cuneiform inscriptions and terra cotta records of the same king were found here by Mr. Rassam. At Balwat, or *Ballawat*, he found a cedar-wood house 20ft. high, covered with bronze plates, celebrating, in Syriac, the campaign of Assurbanipal, 885-60 B.C. A bronze Gate records the taking of Bhazag (now Azaz, or Anzaz), near the river Aprie, by Shalmanesar, B.C. 854.

Proceeding from this by land to Bagdad, there is little to call forth the attention of the traveller in passing the towns and villages met with.

[If the river be descended, the only place of consequence between Mosul and Bagdad is *Tekrit*, an old town, about 100 miles from Mosul, on the "plain of Dura," the birthplace of Saladin, 1137. The Ten Thousand retreated this way, after the battle of Cunaxa, and turned north to Trebizond. A tall white tower, a Mussulman tomb, on the distant plain, is said to mark the spot where Nebuchadnezzar set up the Golden Image. Further down the river, 50 miles, a tower, 200 feet high, stands on the site of *Samarrah*, or *Samara*. Hereabouts the Romans were defeated, A.D. 363, by Sapor, King of Persia, when Julian, the Apostate, was killed, and Jovian elected Emperor.]

On leaving Mosul, we traverse an extensive and well-cultivated plain, the chain of mountains on our left, the Tigris on our right. Pass several mountain streams, and come to the River Zarp; here cross on a raft to KILLEK; proceed through a succession of rich meadows to ANKAVA. The jackal, hyæna, and wolf are frequently seen, and naphtha or petroleum springs occur in the neighbouring hills. In summer the hot winds are dangerous, particularly the samiel winds, which fortunately only last a few hours at a time. On leaving the town, pass extensive ruins of the town and castle of Erbil, the ancient

Arbela, near which Alexander finally defeated Darius Codomannus, B.C. 330. Population, 12,000. Then, to

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Altan Kupree, or **Altan Kapri,** a large and populous town, built on an island formed by the Ralton, or Little Zab. The river is crossed by a stone bridge of great antiquity, of one arch, and very steep to the crown; and falls into the Tigris. The surrounding country is well cultivated in grain and vegetables. The natives are nearly all Koords or Kurds, to whose depredations the caravans are exposed.

The average travelling may be calculated at 4 to 5 miles an hour on horseback. As we proceed, quantities of game appear; the scenery becomes hilly and diversified. **Kirkook** population, 20,000). *Tepluand*, and *Taook* are towns, surrounded by mud walls for the protection of the flocks from wild animals. The wife of the Pasha of Kirkook was an Englishwoman. The Koords drive their flocks into their encampments or villages every night, about sunset, issuing again for pasturage at daybreak.

KUPREE.—Mutton, poultry, and kid here are excellent. Issuing from the village, cross the Narin over a stone bridge; country wild and picturesque high mountains on the left, with rich verdure on their slopes.

KARRATAPA.—The house tops in these parts appear to be inhabited by storks, they are so numerous. It is quite amusing to see the ingenuity they display in catching fish. After passing a chain of mountains, we come to several clear streams abounding in turtle.

ADANAGUE.—We now meet with signs of a more populated country, the natives having a mixture of Turks and Armenians among them. We pass Deeal, Hope, and Massabas, all villages well populated.

Occasionally parties of the natives will be met with on horseback; they are generally all armed with pistol, lance, and a long-barrelled matchlock slung over their shoulder. The traveller is now in the Pashalick of Bagdad, and reaches

YANKIA, a considerable village. Arabs are seen on their way to and from the city, mounted on beautiful Arabian horses. Having crossed the Tigris on a raft, you enter

BAGDAD, or BAGHDAD.

A *Telegraph Station*, on the Indo-European line, in Asiatic Turkey. Telegrams to Diarbekir, Constantinople, England; to Bussora and India; and to Teheran, Tiflis, and Russia.

Population, about 65,000.

ENGLISH CONSUL-GEN.—T. J. C. Plowden, Esq.

BANK.—A. Hector and Co., London and Bagdad.

TRAMWAY, 3 miles long to Kasmain; always crowded, and pays well.

STEAMERS.—The Euphrates and Tigris Company's Steamers (agents, Messrs. Lynch), carrying mails in connection with the *British India Company*, leave Baghdad weekly for Bussorah (500 miles), on the arrival of the Damascus mail from England, passing Kut Dufas and Ezra's Tomb. Fares to Bussora, down the river, 1st class, 40 kerans (2½ kerans=1 rupee=2s.); from Bussora, up the river, the fare is nearly double. It does not include living. 12 okes (2¾lb. each) of luggage are allowed. British India Service to London every two weeks.

For the *Home Trip* from Baghdad there are three routes:—1st, by camel across the desert to Damascus, 12 to 15 days; thence to Beyrout on the Mediterranean, 3 days, 620 miles in all. 2nd, to Kirkook, Mosul, Nineveh, Mardin, Diarbekir, Orfah, Aleppo, Antioch, to Alexandretta, on the Mediterranean, 900 miles. 3rd, to Diarbekir, thence to Karput, Sivas, Tokah, and Samsoon, on the Black Sea, 1,100 miles; a mountain road, blocked with snow from December to March. To the Caspian *vid* Kermanshah, Hamadan, and Teheran. The *Caravans* with merchandise sometimes consist of about 2,000 camels, 3,000 asses and mules, and about 1,000 horses, accompanied by people of almost every calling, all more or less armed, and numbering about 2,000 persons.

Bagdad is a large city, the old seat of the good Haroun-er-Reshed (or al-Raschid) and other Caliphs of the Arabian line, whose rule took in the Euphrates, Syria, and Egypt. It extends along the eastern bank of the Tigris for 3 miles; making, with the length of the walls from the river, about 2 miles, an oblong square. It stands near the site of Seleucia and Ctesiphon; and consists of sun-dried brick houses, in narrow unpaved dirty streets. Many domes and minarets are of blue porcelain. Some public buildings are constructed of hewn stone, and have a handsome appearance. The bazaar is extensive; the Armenians are the principal merchants. There is considerable trade between this place, Mosul, and Bussora, in timber, metals, and ores. Copper comes from Mosul in cakes of 6 inches long and

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2 inches thick. Rafts of timber descend the Tigris also, and are certain of a market at Bagdad and Bussora. The habitations in both cities are supplied principally from Mosul. The streets are narrow. Scorpions and tarantulas, are the noxious insects. To the eastward, along the banks of the river, there are gardens, extending for about 4 miles, and many country houses of the inhabitants without the walls.

The city is well supplied with fruit and vegetables from the opposite shores of the river. In 1831 Bagdad was visited by the *Plague*, when it lost more than two-thirds of its population. On one day the mortality rose to 4,000. Before the plague was ended, the city was inundated by an overflow of the Tigris, which undermined a part of the walls, and in a single day destroyed 7,000 houses. Both rivers are apt to burst their banks, and overflow the country, forming large inland lakes. Good engineering is required to clear the channels, especially as the Euphrates is gradually silting up. The rivers are nearly on a level, and united here and there by cross cuts.

To the south-west of Bagdad is **Aboo-Lubba**, the site of *Sippara*, a very ancient seat of Babylonian sun-worship, of which remains were brought home by Mr. Rassam.

From Bagdad to Bussora (now done by steamer) occupies on horseback about three to five days. Descend the Tigris in a kiraffe till the River Hie is reached, thence by that river to the Euphrates at ASSANIEH, thence by the Euphrates to Bussora. From Bagdad across country to **Hit**, on the Euphrates (page 228), occupies on horseback about two-and-a-half to three days—distance 75 to 80 miles; from Hit by the Syrian Desert to Damascus, 480 miles, 20 days by caravan, and five days by chappar khan, or post travelling, on horseback. Hit is a bustling little place, the centre of the caravan routes from Damascus, Aleppo, and Constantinople, to Bagdad on the other side, and Bussora on this side the river. The inhabitants trade in salt and bitumen, which are found in the neighbourhood. Boat building is carried on here also; the river is 400 yards wide. Hit is the supposed *Is* of Herodotus.

From Bagdad, on the Tigris, to **Hillah** (Babylon ruins), on the Euphrates, occupies about three-and-a-half days, on horseback, across the Plain of Babylon, part of the Biblical *Mesopotamia*, or "Country between the Rivers." It presents a variety of soil and surface produce, many places having a desert aspect; the majority is of rich pasture, and there is much alluvial soil. The first day to Awazekhan, the resting-place. The second day to Khan Secundicia; and third day, Khan Mahewil or Hillah, passing the Mujillee, two hours distant from Hillah. Onions and truffles are plentiful.

Hillah is merely a town of passage, at which the caravans on the one hand, and the different craft navigating the Euphrates on the other, pass. Before the plague of 1831, the population amounted to about 10,000; at the present time it is about half that amount. It suffered again from the plague of 1874-5. The town is built principally of bricks found in the ruins of Babylon. Near it were found the clay tablets of a bank ("Egibi & Co.") of the time of Sennacherib 700 B.C.; with records of five generations of the firm down to Darius, now in the British Museum. To the north-west is Meshed Hussein, or **Kerbela**, a holy Mohammedan city (population, 16,000), among palm gardens, visited annually by 120,000 pilgrims. Another city, called Nejef, or **Meshed Ali**, is further down in a desert, on the site of an artificial lake. It is surrounded by fine high old walls and round towers; in the middle is a great *Mosque*, with conspicuous gilt cupolas and minarets; the front covered with gold and mosaic. Tombs of pilgrims are seen everywhere; they come here to die, or their embalmed bodies are sent hither for interment. Burial fees are the chief business of the place. The Mouchtahid, or head of the Moslem clergy, resides here. Husein and Ali are the Prophet's grandsons.

Hillah is entered from the Baghdad side by crossing the river over a bridge of boats; the Euphrates is about 400 yards wide here.

RUINS OF BABYLON.

The four cities which are recorded in Scripture to have been founded by Nimroud, Babel, Erich, Accad, and Calneh, were all in the Land of Shinar, the southern part of Mesopotamia.

The ruins near Hillah are still called by the Arabs, *Babel*. According to General Chesney, 4½ miles north and 20 miles west of Bridge of Hillah is the Mugillibeh, near which are the remains

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of Kasr, with the hanging gardens; and 6 miles from Hillah is Birs Nimroud (supposed to be the temple of Belus, which Herodotus mentions), separated from the palace by the river. The ruins of Erich are supposed to lie to the south-east of Babylon; it is now called Wertha. The ruins of Accad are situated on the north. Calneh is on the banks of the Tigris, 18 miles below Bagdad.

Of the mounds and ruins now existing, the first and most important is the **Birs-Nimroud,** which, if not originally distinct from Babylon itself appears to have been the first to have been separated from it. Its elevation at the south-east corner is 64 feet. To the south of it is the Mugillibeh, only 28 feet high. Beyond these again is the mound, *Amram-Ibn-Ali*, having an elevation of 23 feet. The *Kasr*, or palace, or Tower of Babel, is a mound of about 2,100 feet in length and breadth, and from the sculptures, inscribed bricks, and glazed and coloured tiles found there, it is generally regarded as the site of the large palace, celebrated for its hanging gardens. The Amram-Ibn-Ali has been identified with the western palace. These three groups of mounds were all enclosed by ridges and mounds of ramparts, forming two lines of defence in the shape of a triangle, of which the Mugillibeh was one solid angle; the other beyond Amram; and the third to the east. The fourth quarter is marked in its central space by the mound, *Al-Hamur*, an isolated eminence, 44 feet high, with a ruin on the summit 8 feet high. It is said that, in the time of Alexander, antique monuments abounded in the Lumlum marshes, which are 76 miles south of Babylon; glazed earthenware coffins have been found in some of the existing mounds. Beyond Sarut, and below Kut-Amarah, or **Amara** (population 5,000), are the ruins of a bridge of masonry over the Tigris, which bridge was probably on the line of road attributed to Semiramis. At Teib the road joins a causeway of considerable length, and it possibly terminated at or near Tel-Heimar. From Birs-Nimroud, the *Tomb of Ezekiel* is seen, to which the Jews come on pilgrimage.

As the Persian empire grew out of the ruins of the Assyrian empire, and Persepolis, the capital of that empire, succeeded to those of Assyria, it is to Persepolis (see Persian Route) we should naturally turn for the architecture of its predecessors, and, fortunately, the ruins of Persepolis consist of those parts of the buildings which have disappeared from the remains in Assyria.

The area of Babylon was 225 square miles. With the fall of Nineveh the empire of Assyria fell; henceforward it merged into Babylon, and the seat of power passed away, finally, from the Tigris to the Euphrates. Cyrus took Babylon, B.C. 538; from this date Babylon became subject to Persian power. Subsequent history tells us how Babylon fell under the sway of Alexander, who died in that city of fever, B.C. 323. Babylon succumbed to the Romans, became a mere fragment of that empire, ultimately shared the fate of Nineveh, and sank beneath the very surface of the earth.

From hence to Bussora, by steamer, will occupy from two-and-a half to three days, passing Alexander's Bridge (a ruin); the *Tomb of Ezra*, to which the Jews come; to **Kurnah,** where the rivers Euphrates and Tigris unite in one fine stream called *Shat-el-Arab*. It is 40 miles from Bussora, 140 miles from the bar in the Persian gulf. Maghil is a repairing dock for the steamers, 5 miles from Bussora. By land the journey is tedious, occupying by caravan ten days, and by chappar khan, or post horse travelling, four to five days. Diwaniyeh is a halting-place, Lumlum, Suk-e-Shinkh, Shaini, Medana, and Kurnah are also the halting-places for passage boats, caravans, or chappar khans. The *Shat-el-Arab* at Kurnah is about 600 yards wide, and is under the influence of the tides; it occupies 24 hours by boat from Suk-e-Shinkh to Bussora, and six hours from Kurnah by the same conveyance. At Maghil the river is a mile wide.

Kurnah is supposed, by speculative philosophers, to have been the situation of the *Garden of Eden;* the country around, in the vicinity of both rivers, is very rich in soil and pasture, and the date plantations, on the Arabian side of the river being well irrigated, are very productive. The natives are industrious, and cultivate abundance of all kinds of fruit. The male date tree is distinguishable from the female tree—the former is much taller; they are generally planted about ten feet apart. Every village, the houses of which are constructed of mud, is surrounded by high mud walls, to protect the inhabitants and their cattle from wild animals. The lion is said to be no stranger here.

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BUSSORA, Busreh, Basora, or Basra, A principal *Telegraph Station* on the Indo-European Line, and a Turkish port at the mouth of the Tigris, in the Persian Gulf, founded by the Caliph Omar. Here the projected Euphrates rail from the west terminates. The town is 3 miles from the river.

Population, 60,000; at one time 300,000.

POLITICAL ASSISTANT AGENT.—Major Mockler.

ENGLISH CONSUL.—Lieut. Ramsey.

STEAMERS.—The Euphrates and Tigris Company's Steamers (agents, Messrs. Lynch), carrying mails, in connection with the British India Line from Bushire, Kurrachee, and Bombay, leave for Baghdad weekly. Bussora to Bombay, weekly, 1,920 miles; to Baghdad, 500. The fare up to Baghdad is about twice that for the down trip (see Baghdad, page 234). This line of steamers was first opened 1862; fares to and from London by British India Co. (Agents, Messrs. Gray & Co.), £68 and £45. Caravan to Ispahan, *viâ* Mohammerah and Shuster.

TELEGRAPH wire to *Fao*, at the river's mouth, on the Turkish side; thence to Bushire (Persia), Gwadur, and Kurrachee.

Bussora stands on a flat alluvial delta. The principal bazaar is about 2 miles long; drugs are in abundance and very cheap; English manufactures predominate. The city walls extend 4 miles by 3 miles. The mosques, minarets, and hummums are covered with variegated coloured tiles, similar to those used in public edifices in Persia; they are generally built of brick, whilst the flat-roofed houses are constructed of mud; in the hot summer months the inhabitants sleep on the house tops; it is cool in winter. The population consists of Arabs, Turks, and Armenians; amongst the latter there are some merchants of capital who trade with Bengal and Bombay. Dried fruits come from India; the return freight consists of sugar, rice, copper ores, drugs, and horses. In the reign of Haroun Alraschid, the Arabians met the Chinese junks at Galle (Ceylon), and brought back gums, spices, and silks, from Serindeb to Bussora; Galle being the supposed Serindeb of the Scriptures. Turkish and English steamers run up the Tigris to Bagdad; one runs up the Euphrates to Bir or Belijik. The passage boats alike on the Tigris or Euphrates are, in length, 42 feet; beam, 7 to 8 feet; sides, bottom, and inside covered with bitumen half-an-inch thick; they are sharp at both ends, have no tiller, but are guided by sweeps of rude construction; as much as 5½ to 6 miles an hour is attained against the strong current.

The *Island of Carrick*, in the vicinity, is worth visiting; antelopes abound, and are hunted by hawks; the island is volcanic, having coral rocks and sea shells on the summits of the mountains. There are traces of lava to the sea shore; the island is 12 miles long and 7 miles wide. The population about 1,500. The turtle found here are of excellent quality. The entrance of the Gulf is literally swarming with pelicans and numerous other species of water-fowl. Piracy is kept down by the English cruisers.—For BUSHIRE, see Route 20.

BRANCH ROUTE—ROUTE XVIIIa.

MOSUL TO CONSTANTINOPLE, *VIA* DIARBEKIR, SIVAS, AND TOKAT.

A distance of 1,010 miles in 21 days. (N.B. This is *towards* Home, and must be reversed for the Outward journey.)

Before steamboat communication was established on the Black Sea and the Mediterranean, this route was much frequented by travellers and caravans. It was then considered the direct route to the Euphrates and Tigris; and certainly for scenery nothing can surpass it in diversity and beauty. Travellers going out to India, may reverse the route, and, starting from Constantinople by land, proceed to Mosul; or, halting at Diarbekir, descend the Tigris to that city. It nearly follows the direction of the Indo-European Telegraphic Line, and of one of the projected railways.

From **Mosul** (see page 232), after crossing the Tigris, we proceeded over a succession of plains, partly cultivated, and partly pastoral; ruins and immense artificial mounds appearing on all sides.

[About 100 miles above Mosul, to the right, is **Jezireh-ibn-Omar**, a trading place on the Tigris, on an island, 1,700 feet above sea, and a great market for goats' hair. Here are remains of two *Roman Bridges*, and of an old Saracenic Church, now used as a mosque.]

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About 6 miles west of *Nessabin*, or *Nisibin*, we passed a magnificent ruin of a palace, the walls of immense thickness, probably Roman; a stone staircase remains almost entire. We now traversed a well-cultivated country, a chain of mountains on our right, their sides covered with fir trees. About 12 miles westward we passed more ruins, among which a very lofty arch remains entire; we now ascended over a very bad road to

Mardin.—This town is situated very romantically on the top of a rugged mountain; the Karajah Dagh, in Kurdistan. It is a place of considerable size; the greater part of the inhabitants are Armenians. The city is surrounded by a strong and lofty stone wall, and overlooked by a strong fort mounted with cannon. Here the Turkish language takes the place of the Arabic, which is the common language below Mardin throughout Mesopotamia.

After passing several streams, and fording a river, one of the Tigris branches, we came to a fine level and well-cultivated country, and again forded the Tigris, and soon after entered

DIARBEKIR, or Diabekr.

A *Telegraph Station* on the Indo-European Line, in Asiatic Turkey.

Population, 25,000.

A large city, and the capital of an extensive province of the same name, situated on an eminence upon the western banks of the Tigris, and surrounded by a strong stone wall on the land side. On the walls are several towers, in which guards are constantly kept. The houses are all built of stone, and the streets are paved. It has an old castle; a mosque (once a church); an armoury; and a Protestant mission. The Armenian Cathedral is large and handsome, the roof supported by two rows of pillars, and the floors covered with carpets. There are manufactories of cotton, iron, wool, and silk; some of their wool is very fine; the work in leather is very superior, particularly the ornamental part of it.

From this we proceed over a rich and well-cultivated country. After the first 20 miles (part of which was over extensive plains) we entered a wild, desert country, covered with stones; having forded a river, we came to an even country, and good roads; turning to the right, and passing over some rocky hills, we arrived at

ARGEENAH.

A large and populous town, perched on the face of a steep rocky mountain; part of a range which abounds in iron ore, the mining of which gives employment to the inhabitants. From hence we travel over a chain of mountains to the town of

MEDAN.

From the surrounding mountains iron, copper, and silver ore, and some gold, are found. All these ores are principally collected from the surface, and are transported on the backs of mules and asses. Descending precipices, we come to a succession of pleasant valleys, watered by the Tigris, with great numbers of fresh water turtle. This is the most western branch of the river Passing

Kessiereek, we arrive at

GABAN MEDAN.

This is an extremely populous place; the inhabitants are chiefly employed in smelting the different ores found in the mountains. There is a very handsome mosque here. The town is situated at the bottom of a steep mountain, on a river, which soon after joins the Euphrates. We travel on the banks of this river for 10 miles; then over mountainous country, from the summit of which we trace the source of the Euphrates, in the chain of the *Bin Guil* (a "thousand springs"); the River Araces and one of the western branches of the Euphrates also take their rise here. Wolves, wild sheep, black bears, and the ibex, are inhabitants of these wilds. Descend a rugged pass to

EMIR.

Situated in a delightful and well-watered valley. The mountaineers are chiefly employed in making charcoal, for the use of the smelting houses at Gaban Medan, which we had passed; it is transported on mules' and asses' backs, 50 or 60 of which are frequently met with on their way.

HASSAN CHILLABY.

Here nearly all the inhabitants, as is the case with other towns in these parts, leave the town during the very hot weather, and live in tents on an elevated plain, about 2 miles from the town. Pass

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HADJEE KHAN, a large village, lying in a valley. This country used to be infested with banditti, but now every part of it may be traversed with safety. From

DELECTETAS we come to ULLASH, pleasantly situated by the side of a river, which flows from the mountains we had passed, and falls into the River Casalmack; to the northward there are two lakes averaging from 2 to 3 miles in circumference each. We travel for a considerable distance over roads high up in these mountains, and sometimes covered with snow, and then descend into the plains, and arrive at

SIVAS.

A station on the Indo-European *Telegraph Line*, and a large town (population, 35,000), near the silver mines of Kara Hissar. Many of the structures and public buildings are elegant, particularly the mosques and minarets. Leaving Sivas, we again traversed some mountains, and passed a singular lofty mountain towering above the rest, of the shape of a sugar loaf. Thence descend to

TOKAT.

The approach to which is pleasing. The roads are good, and, for 2 miles before entering the town, on each side are extensive gardens, teeming with flowers, the perfume from which is most delicious; the nightingale is heard on all sides. There are copper mines in the mountains in the vicinity. Arrive at

AMASIA.

For nearly a mile above the town is a deep valley, in which are many gardens and orchards. This town (population, 20,000) is surrounded by lofty hills; the River Casalmack runs through it. There is only one mosque here, the greater part of the inhabitants being Armenians, who make an excellent white wine, not unlike sherry, but much stronger.

From this we traverse some beautiful mountain passes and luxuriant valleys, all well watered, and arrive at

MARSEWAN.

This is a considerable town, situated near the foot of some woody mountains. Here an excellent red wine is made from the grape grown in the vicinity. Continue for 20 miles through this delightful vale to *Ajamque*. The next place *Asmanjike*, is a tolerably large town, built round a steep rocky mount, and stands on the banks of the River Abooza. From this, it is 20 miles to *Hadjee Hamza*.

TOSIA.

A neat town, built on the side of a hill, at the foot of which is a fine fertile country. Quitting Tosia, we pass several vineyards, and then get into a hilly woody country. We then arrive at

COJASATE.

Situated in a barren, hilly country; followed by **Karachuria**, a large straggling town, built on both sides of a rivulet, between two hills. Enter a fine champagne country, with good roads, and arrive at

CORREGELAR

A small ill-built town, containing about 2,500 inhabitants. From this, for 12 miles to *Serkees*. Thence, over a mixture of richly cultivated and mountain scenery, through a difficult pass to

Baindu and

TEREDAC.

This town is large, and has a good bazaar. They excel here in the manufacture of leather and copper. The houses are built of large timber procured in the neighbouring forests, and so constructed that they resemble a Swiss chalet; the roofs are covered with deal boards. From hence, pass through a hilly country, to within 3 miles of Boli, near some ruins of white marble, amongst which is a column bearing some Greek inscriptions. Pass some more ruins, with walls of extraordinary thickness, and arrive at

BOLI.

A large town in the midst of fertility. From hence we traverse a dense forest, eight hours, to **Duchea**, a small village. Through another forest, 20 miles in extent, to the small town of *Handak*; from this for three hours, through a cultivated country wherever the forests are cleared. Crossing the River Zacherea, over a wooden bridge a quarter of a mile long, we continue our journey through a fine wooded country to the *Lake of*

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Sabaiya; whence, keeping on its western shore, we arrive at the town of that name. The forests travelled through are above 200 miles in length, and about 60 miles broad. The next place,

ISMET, or Ismidt—*Railway and Tel. Station.* Also called *Isnikid*, the site of *Nicomedia*, in Bithynia.

At the terminus of the Scutari and Ismidt Rail; which is designed by the Sultan to be continued to Baghdad. It is a large town, and has a delightful appearance from the valley before it. The lower part of the town is washed by the sea. Around the town are a succession of gardens, orchards, and vineyards, which continue for 5 or 6 miles. Leaving this enchanting scene, and proceeding along the sea shore, we visit some ruins of great antiquity about 20 miles west of Ismet. They are close to the sea; part of the walls, 10 feet thick, have fallen on the beach. One part of the railway passes over the Daridja viaduct, 440 yards long, on sixteen arches. We then arrive at

COUSHAN.

About this town are many hundreds of acres of vineyards and gardens. Leave the sea shore, and arrive at

GABAZA.

A small but neat town, pleasantly situated on the side of a hill, from the top of which is a very fine prospect of the Archipelago and some of its numerous islands. From hence, passing a fine country, we travel near the sea again, and sometimes on its beach, and arrive at

MARICAR.

Stopping to refresh for a short time, we now proceed for the last stage to **Scutari**, from which the intended railway to the East commences. Having unloaded our baggage, and leaving our horses, we cross the Bosphorus to

CONSTANTINOPLE (page 219).

It is worth notice that the first Napoleon organised a scheme for an overland postal route to India, through Constantinople, Bagdad, and the Persian Gulf, at a charge of £1 a letter. A line to India, through Asia Minor, similar to that projected by Sir M. Stephenson, would run from Constantinople past Angora, Sivas, Van, Tabreez, Meshed, Herat, Candahar, to Sibi, on the Indus Valley line, and be about 3,000 miles long; making about a week to Calcutta from London.

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SKELETON ROUTE XIX.

RUSSIAN AND PERSIAN ROUTE.

CONSTANTINOPLE to ODESSA, and OVERLAND through the CRIMEA, CIRCASSIA, and GEORGIA, to TEHERAN and BUSHIRE, on the PERSIAN GULF.

OUTWARD.

Russian Company's Steamer leaves Constantinople for Odessa, at 2 p.m., every Monday and Thursday, and arrives in 40 hours.

Austrian Lloyd Steamer leaves Constantinople, every Tuesday, calling at Kustendje, which it leaves for Odessa, in communication with the Danube railway and steamers.

Also, the **Florio-Rubattino Line** (to Genoa, &c.), **Wilson Line** (to Hull), **Messageries** (to Marseilles), and others.—See Steamer Lists in *Bradshaw's Guides.*

Itinerary from Odessa to Teheran:—Duphinka, Troitskoye, Krasnoi, Kosianof, River Boug (ferry 2¼ miles across), Nicolaieff, Kherson, Liske, *Pericop* (Crimea), Aibar, Sarabanze, Symfrepole, or Simferepol, Zinskaya, Bruntditskaya, Sondak, *Theodosia* (Kaffa), Argin, Sultanorke, *Kertch*, Straits of Yenikale, *Taman* (country of the Black Sea Cossacks), Bughas, Teresa, Petrovskaya, Mishalevouskaya, *Yekatrinodar*, Ushlabinskaya, Kasanskaya, Simjbeskaya, Alexandrovskaya, *Stavropol*, Surgevskaya, Alexandre, Georgievsk, Malinskaya *Yekatrinograd*, Vladekavkaz, Dariel Pass in the Caucasus, Kazibeg, Ananoor, Douchet, *Tiflis*, Dummihassan Sadagan, *Erivan*, Bash Gherni, Dviloo, *Dhessa*—River Araxes (Persian boundary), Karazendan, Khooshserai, *Tabreez*, Karcima, Turcomanch, Sarchan, Zingan, *Sultania*, Abhar, Casvin, Sufferkajar, Salamoni, and *Teheran*. The *Distances* from the principal places are as follows—Odessa to Simferopol 240 miles or 39 hours; thence to Kertch, 186 miles; to Taman, 73 miles; Yekatrinodar, 175 miles; Stavropol, 188 miles; Yekatrinograd, 189 miles; Tiflis, 220 miles; making a total from Odessa of 1,271 miles, or 1,696 versts, or 208 hours' journey. Tiflis to Erivan, 168 miles; Tabreez, 285 miles; Sultania, 214 miles; Teheran, 166 miles. For the Continuation, see Route 20.

Part of this Overland Route through the Crimea may be avoided by taking the Russian Company's Steamer from Odessa, every Sunday, through the Black Sea, to Sebastopol, Kertch, and Taganrog. Thence, through Mingrelia, Georgia, and the Caucasus. Or, by boat to Poti or Batoum; thence by rail, now open to Tiflis; or by Steamer to Anapa, or Soukoum Kaleh.

HOMEWARD.

Russian Company's Steamer leaves Odessa for Constantinople, every Tuesday and Saturday.

Austrian Lloyd Steamer leaves Odessa every Monday, calling at Kustendje, in communication with the Danube railway and steamers.

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ROUTE XIX.

CONSTANTINOPLE TO ODESSA, AND THROUGH THE CRIMEA, CIRCASSIA, AND GEORGIA, TO TEHERAN AND BUSHIRE.

Odessa is reached by the steamers of the Russian Company from Constantinople, or of the Austrian Lloyd's, *viâ* the Danube.—See *Bradshaw's Continental Guide.*

ODESSA—*Railway and Telegraph Station.*

Population, 194,000; a mixture of all nations; the Jews, in particular, are very numerous, and have their synagogue. The commerce in grain is principally with the Mediterranean. Is a modern Russian city, founded 1792, by the Duke de Richelieu (whose statue is on the public walk), after the ancient *Odessus*, below Varna. The port, protected by batteries, is at the foot of the cliff on which the city stands. Most of the dwellings are only one storey high, and white washed. There are, nevertheless, some handsome mansions and public offices, as the Governor's House, Exchange, Richelieu Lyceum, St. Nicholas Cathedral, Custom House. The streets are large, and in the summer are inconvenient, from the cloud of dust which penetrates every window.

Those who intend travelling by post require to be furnished with a government order called podorozne, for the horses they may require on the journey. Provision in money should be made here before starting on your journey, sufficient to meet your requirements to Tiflis.

MONEY.—Gold, half imperial, value 16s. 4d.; silver rouble, 3s. 1d. Notes, 2s. 9½d. A verst is 1,167 yards, or two-thirds of a mile.

HOTELS.—De Londres; De l'Europe; De St. Petersburg.

STEAMERS of the Russian, Austrian Lloyd, Messageries, and other Companies. See *Bradshaw's Continental Guide.*

ENGLISH CONSUL-GENERAL.—G. R. Petty, Esq.

UNITED STATES CONSUL.—F. Paul, Esq.

BANK.—E. Mahs and Co.

From *Odessa* to *Nicolaieff* the route is over the Scythian Steppe, or Downs. Hundreds of carts are met conveying water melons and grain to Odessa. Clouds of locusts frequently darken the air. After crossing the River Boug, two-and-a-quarter miles, we arrive at **Nicolaieff** *(English Vice-Consul*—W. Wagstaff, Esq.), a modern built town, situated at the junction of the River Ingula with the Boug, where a spacious dockyard is built; there is also an observatory and naval college, public gardens, &c. From this to

Kherson, or **Cherson**—*Telegraph Station*, another extensive town and a nursery for the navy, situated on the River Dnieper.

Five versts from the town is the monument erected to the memory of *Howard, the Philanthropist*, who died here, 1790. On leaving this we cross the river and travel a distance of 17 versts to *Liske.* Then over a monotonous steppe, enlivened with bustards, to

Pericop—*Telegraph Station.* A miserable collection of huts and mud fortifications, situated on a swamp. The Sea of Azof and the Black Sea unite here in the shape of ditches of stagnant water. This is the boundary of the Crimea, which we now enter. Proceeding from this, over a succession of elevated tracts of country, extensive plains of grass, well-stocked by numerous flocks of sheep belonging to the native Tartars, the landscape becomes more agreeable, views of the Black Sea and wooded hills appearing as we approach

SYMFREPOLE, or SIMFEROPOL—

Railway and Telegraph Station.

Capital of the Crimea. Population, 53,000. Put up at the traetier, or Inn, kept by a German. The streets of this city are irregular, but are undergoing considerable improvement by the Russians. The population, not numerous, is made up of government *employés*, Russians, Tartars, Armenians, Greeks, and a few Catholics. There is also a German colony in the vicinity who supply the market with milk, butter, vegetables, and tobacco. The Tartars carry on great traffic in skins; the black lamb-skin, particularly, is in great request. There are vineyards in the neighbourhood, but the wine in use is from the coast, that of *Soudak* and *Sevastopol* being the most esteemed. Both places yield good oil also.

The latter place (pronounced "Sebastop'ol by the Russians), now famous as

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SEBASTOPOL—*Rail and Tel. Station.*

HOTEL—Wetzel.

ENGLISH VICE-CONSUL—Capt. Harford.

Is 38 miles south-west of the capital, and forms a magnificent naval port, made by an inlet of the limestone cliffs at the east angle of the Crimea, 4½ miles long. It was founded, 1787, by the Empress Catherine, and was the chief Russian arsenal in the Black Sea till its capture by the allied Anglo-French army, 22nd September, 1855, after a siege of eleven months. It remains in a half ruinous state. Before the war none but Russians were allowed to enter Sebastopol; its existence was almost a secret, and even to this day little is known about it from independent sources. Here are Forts Constantine, the Quarantine Fort, &c.; and in the neighbourhood are **Balaklava**, **Inkermann**, the English Cemetery, and the heights of the **Alma**, where the *battle* of 20th September, 1854, was fought, with other now celebrated spots.

As we leave Simferopol, the eye is agreeably relieved with the interesting scenery in the Crimean Undercliff, which extends round to Kertch; everywhere verdure and cultivation is met with. On a hill near **Yalta** (Hotels) is the Emperor's new château of *Eriklik*; with the Grand Duke Constantine's at *Orianda*, close by. Next, the *Sea of Azof* is seen on our left, and the *Black Sea* on our right. Game abounds here; bustards in flocks of thirty to forty, the muscovie and wild duck, the pelican, the golden plover, partridges, &c., Green mounds, or tumuli, appear in almost every direction.

Kertch—*Telegraph Station:* in the mouth of the Sea of Azof, or Straits of Yenikali. Put up at a German tractier.

ENGLISH VICE-CONSUL.—J. Colledge, Esq.

Population, 22,500. This town has been transformed, the old Tartar dwellings having given place to modern Russian buildings; in fact, it is now a handsome, as it always has been a romantically-situated town, on the Crimean shores of the Straits. There are fortifications in its vicinity, to which the Russians are adding large works, in order to make up for the destruction of Sebastopol. The neighbourhood is covered with tumuli, which are met with on every elevated spot: the sepulchres of the ancient inhabitants of this once-famed country, amongst which is that of Mithridates, King of Pontus. These catacombs, containing many antiquities, mostly Greek, were plundered in the Crimean war, when the place was taken by the Allies, 25th May, 1855. Museum at **Taganrog** (population, 48,200), where the English Consul resides—F. Wooldridge, Esq.

Here the steamer may be taken to *Anapa*, or to **Soukoum Kaleh**, a fortified port and naval station, and other Caucasian ports, or to **Poti** (*English Vice-Consul*—T. Gardner, Esq.), at the eastern extremity of the Black Sea; from which there is a rail, under the south side of the Caucasus, to **Tiflis** (page 245) connected with **Batoum** (*Vice-Consul*—D. Peacock, Esq.), now belonging to Russia, to the south of Poti. It has a good harbour, and is more healthy. Mr. Ker, in his *Road to Khiva* (1873), says the chief local products of Poti are "fever and cholera;" the chief article of use is "quinine;" and the revenue of the place is "according to the overcharges." Those who wish to avoid more sea travelling proceed as below, *viâ* Taman and the north slopes of the Caucasus.

From Kertch we cross the Straits to

Taman, the commencement of the district of the Tchernorskie Cossacks. This wretched village of about thirty houses, or, more properly, low-roofed hovels, is the first Asiatic town we come to. After fighting our way through wild morasses for 50 versts, we come to an elevated country, passing the shores of a considerable lake, into which flows the River Kuban.

Here the range of Caucasus is first seen on our right; and we travel in the vicinity of the right bank of the Kuban. The Russians keep up a military cordon all along its banks for a distance of 200 versts; the duty devolves entirely on the hardy Cossacks; beacons, redoubts, observatories, and every sort of precaution is observed by them; and they are certainly a most fortunate acquisition in these parts to the traveller, who has constantly to resort to them for their assistance in one way or the other. The hospitality met with from these hardy and brave fellows is at once gratifying to the traveller, and honourable to themselves. The country is teeming with game, woodcocks and pheasants

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especially, in great quantities; the wild boar, the wolf, and the bear are also common. The country, for upwards of 100 versts, is almost level, and is covered with thick and tall reeds, in the extensive swamps; while on the plains the richest soil is met with, producing the most abundant vegetation. In many places may be observed the wild asparagus, the dwarf elder, horse radish, thyme, hollyhock, wormwood, and various other plants, growing in profusion. Arrive at

Yekatrinodar, on the north bank of the Kuban. It is a modern and well-built town, after the style of all the towns in new Russia, and occupies so much space that one is fatigued in going from one house to another. The church here is situated within a fort, and is surrounded with cannon, on an elevation close to the Kuban. As is the case with most of the towns and villages passed, this is surrounded by a strong fence of stake hurdle-work for protection. The mighty chain of snow-clad Caucasus gets higher as we advance; the river affords plenty of excellent fish, particularly the sturgeon. From hence we travel over a bare stony succession of plains, until we arrive at the pretty town of **Timizbeskaya,** where fresh provisions (turkeys and game) may be procured.

We now leave the Kuban for the last time; travelling over a bare, barren, uninhabited country for miles, with nothing of interest in view but the chain of Circassian mountains, which accompany us on our right.

STAVREPOLE.

The town is beautifully situated, but poor in accommodation. The absence of timber, from the time we left the Crimea, is much to be regretted, for the convenience of the inhabitants. From hence we travel over another barren waste for miles: the line of road is marked out by pyramids of turf on either side of the way. Having travelled rapidly, we arrive early at **Alexandroysk,** a miserable town, in a barren land; scarcely any food or accommodation of any kind are here to be obtained, which shows the propriety of making provision before starting on the journey, taking care also to replenish your stock from time to time, wherever provisions are to be found. On our right is seen a conspicuous group of conical hills, the Beshtan (or Five Hills), the base of the chain of Caucasus, the snow-crowned *Mount Elborus,* or *Elburz,* being the most conspicuous amongst the rest.

GEORGIEVSK—*a Station,*

And a straggling, modern-built town, and military depôt, occupying an exposed situation on the banks of the Podkuman, and protected by well-mounted batteries. Thirty versts hence off our route is the Scotch colony of KARASS; the mineral Baths are 5 versts from this, in the same direction as that of Karass. This colony was established by charter from the Emperor Alexander, granted to the Scotch missionaries in 1806; it is principally inhabited by Germans, who supply provisions and cultivate tobacco.

YEKATRINODGRADE.

An uninteresting town, in a wild country. Immediately on leaving this station, with an escort, we travel with the rapid River Terek on our left, the only habitations met with on our route being mud redoubts of the Cossacks. Arriving at the redoubt and River *Uruck,* the neighbourhood abounds with pheasants, and they may sometimes be purchased for twopence each. From hence we travel through a fertile and beautiful country, close to the mountains, on which we gradually close. We are now in Circassia, and the attractive character of the scenery around continues to the redoubt of *Arden,* a place nearly surrounded by the Terek, which is very shallow and rapid here.

VLADEKAVKAZ—*a terminus railway station under the Caucasus.*

This town, like that of Georgievsk, is a military depôt, and has a considerable hospital. We make provisions here for crossing the Pass of the Caucasus. The bazaar or market is frequented by many Circassians, who come here to purchase necessaries, particularly salt; they are a hardy and manly race, all well armed. In 1864, the Circassian natives of this mountain region, which has been gradually acquired by Russia, emigrated to the Turkish side of the Black Sea, to the number of 300,000, suffering great privations in their passage.

From here a coach runs to Tiflis, following the ascent of the great **Caucasus Range,** which lies before us like a wall, between the Black and Caspian

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Seas, with a height of 18,520 feet at Mount Elburz, the highest point; but with an average height of 10,000 to 11,000 feet. At the *Dariel Pass*, rugged and grand, nothing but mountains are seen around us on all sides, not a vestige of verdure is to be met with, and the contracted and dangerous ascent is most difficult. How the immense convoys of military stores, salt in particular, can accomplish this is surprising; the river roaring below us amidst the debris of rocks, the road becomes more and more contracted and rugged, as we ascend to the military station, opposite the ruins of the Castle of Dariel, until we arrive at the frontier or boundary of Georgia.

We now descend through beautiful and variegated scenery, the country around being cultivated and villages appearing on either side of the Terek, inhabited by Circassians and Armenians. From *Kasbeck*, or *Kazibeg*, (under Mount Kazbek) to *Kobi*, the mountains and the snow-covered Caucasus are magnificent. By an abrupt descent, we come to *Ananoor Pass;* whence the descent is over a more cultivated country, abounding in wood and water. Arriving at *Ananoor*, 2 versts beyond brings us to the quarantine station at *Dushet*. Between this and Karteskarst, over a hilly and wild country, the latter part of the way leads through a beautiful valley on our left, with surrounding forests. Soon after leaving this romantic station, we enter a pretty valley at the junction of the two rivers, *Koor* and *Aragua*. We come to the old church of *Neskit*, built by King Marian, in the fourth century; near this is a considerable cathedral, built on the site of the ancient capital of Georgia; the ruins of several old castles are seen in the vicinity of the road, and an old stone bridge over the River Koor, said to have been built by Pompey. Crossing a richly cultivated plain, we travel close to the right bank of the river, on the opposite side of which is a German colony; soon after this we arrive at the Barrier, the entrance to Tiflis. The road is constructed on the side of an eminence, which overlooks the town. From Odessa to this city it is 1,696 versts, or 1,271 miles.

TIFLIS.

A *Railway and Telegraph Station*, in Russian Georgia, on the south side of the Caucasus, about half-way between the Black Sea and the Caspian. A *railway* uniting the two Seas is completed to this town from **Poti** and Batoum, on the Black Sea, and is open to *Baku*, on the Caspian, where steamers are taken for *Astrabad*, in Persia (*English Consul*—Lieut.-Col. B. Lovett, C S.I.); population, 10,000. The rail is likely to be carried on in the direction of the commercial route, which finds most favour with merchants, viz., towards Tabreez and Teheran.

Nothing can be more enlivening than the general appearance of Tiflis; the shops of the artizans are open to the streets, and the mixture of costumes met with reminds one of Naples. It is rapidly undergoing a change from an old eastern city to that of a modern handsome capital. The Citadel commands the town, which is built on an elevation hanging over the rapid River Koor. There are an arsenal, hospital, extensive barracks, two theatres, mineral baths, Armenian and Russian Churches, with many inferior tractiers or taverns, for the use principally of the Russian soldiers of the garrison.

Population 104,100, consisting of Armenians (chiefly), Georgians, Russians, Germans, Tartars, and Circassians, with Lisquins, Mingrelians, Imeretians, and a few Persians, Jews, and Turks.

The Georgians are a fine, healthy, robust people, fond of manly exercises, but addicted to drinking; the women have been at all times celebrated for their personal attractions, and very justly so. Wine and silk are the staple commerce. Extensive overland trade is carried on between this and Persia on the one side, and that of Russia on the other. The Georgian wine cellars have more the appearance of slaughter houses than otherwise; the wine is kept in bullocks' hides, as well as those of swine and goats. Saddle-horses are cheap and plentiful here. About 100 miles south of this is

Kars, famous for the long siege of 1853, when it was defended by the Turks under the late Sir William F. Williams, Bart., of Kars, and a few other English officers, till captured by the Russians.

On leaving Tiflis for Tabreez we arrive at *Sayanluck*, a Tartar village. The Tartar dwellings are seldom to be found above ground; they resemble the excavations of two saw-pits, crossways, are approached by an incline downwards, and are covered with rafts of timber, covered with turf, &c.; there is a hole in the roof to allow the smoke to escape. The rooms are made comfortable with matting and

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felt carpeting, cushions, &c.; there are wooden pegs in the wall on which to hang clothes, jars for water, skins of sheep and goats, containing sour milk, cheese, millet, barley, &c. Two large round stones are used for grinding their corn; on the walls may be seen the skins of oxen, jackals, and other wild animals. They weave carpets and hair webbing. The first part of the journey *from Tiflis* is dull and uninteresting, but it improves on approaching Dilligen.

We traversed a delightful, wooded country, well populated, to

Sodogan, in the vicinity of a large lake. The houses here are built of mud, the entrance about 4 feet high; the door is one large slab of stone, which is made to move on a pivot; the chimneys, a hole in the roof, covered with a stone slab when required. We pass *Yelkonan*, and arrive at

ERIVAN—*Telegraph Station.*

In Russia. Population, 13,000.

Previous to the war of 1826 it belonged to Persia, and was the capital of the province of that name; it is a poor town in comparison with Tiflis. There are some brick-built bazaars, and a handsome mosque. The Armenian Patriarch resides here; their principal church is at Echmatzen. The fort is about a quarter of a mile out of the town.

Mount Ararat is near this, its two peaks covered with snow, about 17,325 feet above sea. Here Russia, Turkey, and Persia meet each other on the border line of Europe and Asia. The mountain was first ascended by the Russian surveyors in 1850. It is placed on the European side of the frontier; and being 2,000 feet higher than Mont Blanc, is therefore claimed to be the highest mountain in *Europe*. Several extensive glaciers fill up the ravines, immediately under which there is a Hermitage about half-way down the mountain, which the natives pretend was the habitation of Noah after the Flood.

Our first experience of the uses of *Caravanserais* was tested here. They are generally built of brick or stone, of a square form, and walled in, having for entrance a handsome arched gateway; dormitories and stabling are built on the inside of the walls; some have doors attached, others are left open; there is a fountain in the centre of the court. The fortified appearance of a caravanserai at first sight arises from some of them being constructed with turrets and loop-holes; they are often very extensive, occupying several acres; there is no furniture of any kind in them; if they are not within a town, they are generally in the neighbourhood of a village, where provisions may be procured. Their utility is more apparent in an uninhabited country, where, on arriving at their hospitable walls, the traveller is at once housed and protected. Some of these structures are elaborately built, and are of the best material, marble and hewn stone; some of them are the gifts of the nobility, or servants of the state, who wish to commemorate their name by erecting a sumptuous caravanserai. A brief description of these buildings is the more necessary, as, after leaving Teheran, to proceed on our journey, frequent use is made of them throughout the country, whether in ruins or otherwise; they serve also as landmarks for the traveller, whose guide often relies upon them as such.

On leaving Erivan, we travel over a sameness of country to Bashghernis, a ruined village; this place is celebrated for the Seven Churches cut out of the solid rock, by Tiridates, King of Armenia. We are now in the province of *Nochiven*, and soon approach the river *Araxes*, crossing which we arrive in Persia, the river being the boundary between Russia and Persia. We continue our journey over a succession of elevated plains, the valleys of which are cultivated, and now begin to observe artificial irrigation, which the Persians thoroughly understand. Approaching the town nothing is visible above the walls, excepting a few of the principal buildings, the mosque, minarets, and the arsenal, in which there are extensive barracks.

TABREEZ, or TAURIS—*Telegraph Station.*
In Persia.

ENGLISH CONSUL-GENERAL.—W. G. Abbot, Esq.

TELEGRAPH to India, Russia, Constantinople, and England.

Population, 165,000. Capital of Azerbijan, lat. 46° N., long. 38° E.; the principal commercial depôt of Northern Persia, founded in A.D. 787. It is the ancient *Ganzaca*, in Media, which was taken by Heraclius in the sixth century, and is a busy place, among hills 4,500 feet high. The great features of this extensive city are its

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Ark, or Citadel, containing the residence of the governor, and the Maidan, or large square. These places are surrounded by numerous gardens, in fact they occupy most of the area of the city and the suburbs. Where there are no buildings, the general aspect has more the appearance of an extensive orchard than anything else. Raw silk is woven here; the material is brought from Mazanderan and Ghilan, on the Caspian Sea. In 1792, an earthquake destroyed a great part of the town, and about 80,000 of its inhabitants were carried away by it. Each of the narrow streets is distinguished for the sale of some particular articles, the one for saddlery, the other for silks, &c. The inhabitants consist of Persians, Armenians, and a few Germans; there are also many Russian artizans, and a battalion of Russians in the service of the Shah, being made up of deserters from the Russian army. The late East India Company had at one time a residency here, and instructed the Persians in military discipline. Persian gold currency, Tomauns, 12s. value.

A survey for a railway between Tabreez and **Resht** (population, 50,000), 18 miles from the Caspian (4 days distant by horse), has been made, and another is projected in the direction of Tiflis. From Resht a steamer runs down the river to Enzelli for the Russian coast.

In 1859, the imports through and from Turkey into Azerbijan amounted to nearly £2,000,000, dyed and printed cotton goods being the largest item (comprising several descriptions of British coloured cotton manufactures), and British gray calicoes; large quantities of the latter are cut up at Tabreez into small pieces, dyed blue, and then sent to Russia as Persian manufactures. Broad-cloths and most of the miscellaneous goods are from Germany. Indigo is an article of great consumption in Tabreez, and is imported direct from India. The exports to Russia amounted in 1859 to nearly £800,000; half of them are smuggled. They include the higher qualities of British prints, Swiss manufactures, European and Persian silks, tea, and rum. A small quantity of silk pieces is manufactured in Tabreez, coarser, but more durable than European silks; also felt and other coarse carpets. The growth of wheat and barley is large. The cotton is of inferior quality. There is coal, but it is not used; and copper and iron veins, which are almost entirely neglected, the supply being obtained from Russia. The climate of the province generally is healthy and bracing, the soil fertile, and the inhabitants hardy, active, and industrious. The revenue is nearly £500,000, but this sum is said to be far from representing the amount really collected from the tax-payers. The revenue of each village is farmed, or assigned to a Government officer in "teeool" (a kind of fief), but the taxes are underrated to him; two-thirds being taken by him and one-third by the proprietor of the village. The taxes include one-third of the grain produce, a tax on gardens and on fields used for the cultivation of tobacco, cotton, or madder roots, a house-tax of 10s. 2d. on every family, a tax of 2s. 3d. on mares and mules, and of 4d. on sheep and goats; besides which the villagers have to furnish gratis to the teeool-holder a certain quantity of lambs, fowls, eggs, milk, wood, &c., and a certain number of labourers if required. But the peasantry are patient so long as they are not reduced to absolute starvation. The internal transit duties are a serious obstacle to the extension of commerce; every small town levies its duties on the goods that pass through it. The want of cart roads is also a great hindrance; everything is transported on mules, horses, camels, or asses. As it is, the consumption of British manufactures in Persia has increased nearly four-fold within the last 20 years.

"Here we procured mules to convey our baggage to Teheran, and were furnished with letters of introduction to the royal princes at Zingan and Casvin, and also with the indispensable *requist*, a kind of passport, rackam, or firman, which is generally accompanied by a Mehmendar, or government courier, who carries the rackam, and enforces its authority. Leaving Tabreez we travelled over an open country, well cultivated and irrigated, to *Sideabad;* we traversed the Pass of Sibley, and came to *Turkomanchi*. Here we were conducted to a house kept for the accommodation of travellers in the absence of a caravanserai, a long flat-roofed, mud-built house, having a mud floor, and a square stone slab at one end for a fire-place. We occupied one end, whilst our horses and muleteers occupied the other. There is nothing to divide the horses from your part of the house but a rope placed across. From this town, we travel due east, over hill and dale; stop at *Miana*, celebrated for its poisonous bug; enter a defile of mountains, and ascend the pass of Kaffankoo. These mountains form a

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part of the Kurdistan chain. During our descent, we observed an old fortress in ruins, which Chardin conjectures to have been a stronghold of Artaxerxes. Soon after clearing the mountains we crossed the Kizil Ouzan (the supposed Gozan of Scripture), over a handsome bridge of three arches. As we approach Zingan, the Persian language begins to be common; hitherto Turkish is the language used —in fact, no other is known in the north of Persia.'

ZINGAN—*Telegraph Station.*

This city is thickly populated, and is a thriving place. Articles of copper and coarse cotton are manufactured here. SULTANIAH is the summer residence of the Shah.

Beyond this we halt at the village of *Abhar*, supposed to be the *Habor* mentioned in Scripture, where some of the Israelites were captives. We proceed over a pathway towards

Casvin.—This place is superior to Zingan, and is, for Persia, a very handsome town, although, let it be observed, there is great similarity between all the towns met with throughout Persia. The horses of this place are of the pure Khorasan breed, and are much esteemed. The bazaars here exhibit abundance of everything, particularly saddlery, in which they excel. Leather of all kinds peculiar to the country is manufactured. The gardens in the vicinity are extensive and well cultivated, producing abundance of vegetation of every kind. We pass *Salamonih* on leaving this city. The Shah has a palace here. The approach to *Teheran*, from hence, is over a rugged, stony plain.

TEHERAN, or Tehran—*Telegraph Station.*

See Route 20.

The capital of Persia, in the province of Irakajemi, 215 miles N.N.W. of Ispahan, and 1,350 miles E.S.E. of Constantinople, in lat. 35° 42′ N., and long. 51° 21′ E., distant about 70 miles from the Caspian Sea.

Population, about 200,000.

BRITISH ENVOY AND CONSUL-GENERAL.—His Excellency R. F. Thomson, Esq. Secretary, W. Dickson, Esq.; Oriental Secretary, G. Jenner, Esq.

TELEGRAPH to Bagdad, Constantinople, England; to Tiflis and Russia; Bushire and India.

MONEY.—Keran = 11½d. 2½ Kerans = £1. Toman=8s. 4d.

It lies on a sandy plain, bounded on the north and east by the Elburz Mountains, and by the peak of the Demavend. Its outline is an oblong square, enlarged from a circuit of 4 miles to one of 15 miles, enclosed by fortified walls and towns. There are now twelve gates instead of the four old ones, which are ornamented with figures of tigers and other animals. The South Gate, with its four minarets, is picturesque. Within the walls there are numerous gardens, and the aspect of the houses and bazaars, the Shah's palaces, and other places, suggest the idea of a town of modern erection. Water is supplied by a canal from the River Keriz. Outside the walls are the Racecourse, the Shah's hunting Palace, and many country seats. The Palace, or Citadel, situated in the north part of the town, occupies upwards of a fourth part of its extent, and possesses gardens of great extent and beauty. In one of the latter is the seraglio, enclosed by lofty walls, and defended by a guard. The dome of one of the mosques is covered with plates of gold. In summer, upwards of seven-tenths of the inhabitants, together with the monarch, quit the town, in consequence of its insalubrity, and encamp in the plains of Sultaniah.

The city was built by Kerim Khan, and has frequently been fortified and embellished. In 1788, it was created the capital of the kingdom. Its brick-built bazaars are extensive, and roofed with variegated coloured tiles. The Armenians, who carry on a trade between this, Ispahan, and Shiraz, are the principal merchants here. The late East India Company erected a handsome and spacious palace, with extensive stabling for the use of the British Resident. It is now used by the Legation. It makes a group of buildings spreading over a considerable area. From the situation of the city, the climate is variable; the season in February is equal to ours in England in the month of June.

Modern Persia, of which Teheran is the capital, is a country three times larger than the United Kingdom, but with only 4 or 5 millions population; of whom half a million are Armenians, Christians, and Jews. One-third of the area consists of salt lakes and desert. The population has been

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thinned by mis-government and by famine. In 1872, famine desolated the country, and carried off tens of thousands of the people; mostly in the South, at Ispahan, Kezerum, &c., in the provinces of Yezd and Khorassan. It was also felt in the capital; and collections were made in England, India, &c., for the benefit of the starving people. (See Mr. W. Brittlebank's *Persia during the Famine*, 1873; also, Sir F. Goldsmid's *Eastern Persia*, 1870–72; E. Slack's *Six Months in Persia;* and E. Floyer's entertaining *Unexplored Baluchistan*, and *Through Persia to Ispahan and Bagdad.*

The resources of the country are considerable Copper, lead, iron, coal, and naphtha are found in Azerbijan, the province to the North, round Tabreez. Great forests of oak, elm, box, beech, &c., abound in the hilly parts. The mulberry is cultivated for the silk-worm; and silk goods, brocades, embroidery, shawls, carpets, dyes, sword blades, &c., are manufactured. There is a valuable turquoise mine near Nishapaur, in Khorassan; with one of garnets, near Hamadan. The reigning sovereign is Nassr ood Deen, styled "Shah in Shah," or King of Kings, whose visit to Europe and to England was the chief event of 1873. He travelled with the patriotic design of bringing his own country into better relations with the West, and of developing its industrial resources. With this view he concluded several treaties with European sovereigns A special concession (dated 25th July, 1872) has been made to Baron von Reuter, by whom a company is to be formed in London, to construct roads, railways, harbours, &c., in Persia, to work its mines, to farm its customs, and to acquire various important privileges, upon paying a royalty to the crown. "It is a country (says Mr. Floyer) of mud-wall villages among mulberry trees, willows, and poplars; of mud-domed houses; of chopped straw and barley (for horses), and brown bread." The natives call their country *Iran*. They are Mahomedans of the Shi-ite sect, as opposed to the Sooni, or orthodox Turks. Formerly they were fire-worshippers, of whom the Parsees at Bombay are a remnant.

Meshed (signifying "martyr"), 700 miles, is the capital of Khorassan (population, 60,000), and a great place of pilgrimage with the Persians, from having the shrine of Imaum Reza, the eighth in the line of Ali.

Teheran to Bushire.—The route follows the Telegraph wires; and is traversed by government post horses at 1 keran (25 to the £) per horse or mule per farsak (about 3¼ miles).

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SKELETON ROUTE XX.

PERSIAN ROUTE, from TEHERAN to ISPAHAN, SHIRAZ, and BUSHIRE, on the PERSIAN GULF.

OUTWARD.

For the Itinerary of the first part of this Road, from Odessa to Teheran, **see Route 19.**

From Teheran, the Itinerary is as follows :—Koom, 50 miles; Sire Sin (Caravanseral), 39 miles; Khog Shan, 27 miles; Khourandust, 11 miles; Haujun, 12 miles; Nuthenus, 12 miles; Serdaben, 18 miles; Shirezabad, 32 miles; *Ispahan*, 13 miles; Kromah, 13 miles; Tankoon, 17 miles; Tanghorn, 19 miles; Isfugan, 26 miles; Kishlac, 32 miles; Sheemervoni, 19 miles; Kirshehasard, 18 miles; Aspas, 18 miles; Aunjun, 15 miles; Mangin, 16 miles; *Ruins of Persepolis*, 31 miles; Zergoon, 15 miles; *Shiraz*, 14 miles; Khanazeniore (Caravanseral), 27 miles; Desturgeu, 12 miles; Kesroom (The ruins of *Shapoor*, 8 miles distant, south-east of this town), 18 miles; Karnorick, 21 miles; Khist, 11 miles; Dalky, 15 miles; Horasgoon, 12 miles; Alichangu, 24 miles; Bushire, 20 miles. Total, from Teheran to Bushire, 600 miles. Bushire to Bombay, 1,450 miles. Bushire across the Gulf, to Bussora, about 260 miles.

British India Co.'s Steamers call at the ports in the Persian Gulf, weekly and fortnightly, in connection with the line to Bombay and London.

See General Hints to Travellers, page 251.

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ROUTE KK.

PERSIAN ROUTE, FROM TEHERAN TO ISPAHAN, SHIRAZ, AND BUSHIRE, ON THE PERSIAN GULF; THENCE TO KURRACHEE AND BOMBAY.

See Itinerary of Distances in the Skeleton Route, page 250. The country along this route was ravaged by drought and famine in 1871.

HINTS TO TRAVELLERS.—There being continuous rail and steamer communication across Europe, Persia can be reached from the North by many routes; either by steamer from Hull to St. Petersburg (touching at Norway and Sweden), thence *viâ* Moscow and the Volga to the Caspian; or through the Continent *viâ* Berlin and Warsaw; or Vienna and the Danube, the Crimea, the Black Sea to Poti and Tiflis; or through Constantinople and Trebizonde. Teheran can be reached in 17 days from London. Being within the Postal Union, there is bi-weekly postal communications between Teheran and Europe.

Bank Credits, or approved Circular Notes, are readily cashed. No difficulty or danger is to be feared in travelling through the country. There are good hotels. Good post-horses are maintained by the Government, and the road passes under the Telegraph line, whose Offices—in charge of Europeans—are passed at close distances. The cool season, and the best for travelling, is from October to April. As there are no wheeled-conveyances, the journey must be performed on horseback. When travelling slowly with caravans, baggage is loaded on mules; and half-a-mule load being 170lbs., no single package should exceed that weight. If travelling post (chappar), saddle-bags only can be carried; all assistance and information can be obtained from European residents, at the various important towns passed through. At the sea-ports on the Persian Gulf, and at **Bagdad**, the *British India Steam Navigation Company Limited* have agencies; and their Circular Tickets to all parts of the East are available from there.

Having procured a *tackam*, or passport, we leave **Teheran**, the capital, accompanied by a Mehmendar, or courier. On issuing from the Ispahan *gate* the lofty range of the snow-crowned Demavend mountains appear on our left, 4 farsangs (equal to 14 or 16 miles English) distant. The farsang and agash are equivalent, the latter being used only in the northern provinces of the empire. The ruins of *Rhe*, 6 miles distant from our road, lie to the left. In six hours over an immense plain of bright green we come to the *pass of Kiniagrid*, in the range of mountains called Kafan Kaw, which are seen from Teheran extending to the south; from this descend into another extensive plain; re-ascend again, and halt at the caravanseral of

Kiniagrid, 5 farsangs, or 20 miles. From this for four hours, traverse a succession of bare plains, in which large lakes of salt water occur, and reach the caravanseral of

Pool-Dawallak, 4 farsangs (16 miles) in five hours. The average travelling with a horse is 4½ miles; that of a camel 2½ to 3 miles per hour.

Travelling by chapar (chappar), or post, is much swifter. Chapar Khans, or post stations, are established by the government only between Teheran and Tabreez, Misched, and Shiras; each station is supposed to contain seven horses for the use of travellers, who are provided with an order before leaving the capital, which directs the postmasters to furnish the requisite number of horses required. Here a fine stream flows from west to east from *Kasar*, crossed by a stone bridge. As we proceed, several fine streams flow from the mountains in the vicinity of Koom. The country to the eastward is one vast desert plain, extending for hundreds of miles towards Khorasan, and inhabited by herds of wild asses, antelopes, &c. At times a poisonous wind blows from this desert, which is death to those who are caught in it.

KOOM

(i.e. Holy City).

Population, 20,000. This Persian city, or collection of ruins, from its dilapidated condition, was originally built in the year Hegira 203, out of the ruins of seven cities; it contains the shrine of Fatmeh, or Fatima, sister to Imam Reza, one of the great Imams. Koom and Kerbela (page 235) are both holy cities, to which pilgrimages are made by the faithful for sepulchral rites; they hold Koom especially in great veneration, and after death many are transported in coffins on the backs of mules and camels from distant parts of the country. The precious relics of

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the dead are constantly met with by the traveller on his way to or from Koom. This city was formerly distinguished for the excellence of its silk manufactures; they are not now in so much repute. It is the hottest part of Persia; nightingales are heard by day and night, and are so domesticated that they are at large throughout the city and neighbourhood in the beautiful gardens.

On leaving the city, quantities of pigeons and storks, sitting on their nests on the roofs of the tall buildings, may be seen; the latter bird is held in veneration throughout Persia, and receives the name of Hadji, or Saint. Having cleared the suburbs, an hour's journey brings us to the ruins of *Lankarood*, the modern part of which town is flourishing and populous, surrounded with luxuriant gardens, extending from the town to the base of the hills some miles distant. Beyond this is seen the black line of ruins with the dome of a mosque, all that remains of the once extensive city of *Kamabad*. Sir John Chardin passed this in 1686; it was then peopled and flourishing.

At 16 miles from *Lankarood*, due south, cross the chain of hills extending to the eastward, and halt at the caravanserai of

Koor Aub, 28 miles' march; it is situated at the entrance of a rocky valley in the mountains. From the pass we come to the deserted town of

Dhay Nain, the ruined gardens of which stretch far to the south; the mulberry and pomegranate are met with everywhere. This place was famed for the quality and quantity of silk produced in its neighbourhood. The range of the Taunus mountains are in the vicinity. A short distance hence we come to the caravanserai of

Sin Sin, the face of the country around which is covered with ruins of great antiquity: the fertility of the plain is remarkable. Arrive at **Nararabad**, 28 miles; from this is met with a succession of well populated and thriving villages all along the foot of the mountains. We continue to travel due south, and arrive, in 12 miles, at

KASHAN.

This city (population, 30,000) stands in the plain, at a distance from the range of mountains; it is celebrated for the manufactory of silk brocades, called Termalima, a rich and beautiful material of Oriental colours, worn alike for garments by both sexes. Shawls of the same texture, and of exquisite designs, together with velvets, are also produced here. The silk-worms of this country are very productive, and, what with the climate and being well husbanded, they are very remunerative. There is an extensive trade carried on here in copper utensils. The thermometer ranges from 80° to 90° Fahr. Scorpions are rather plentiful here, yet they rarely injure the natives. Two roads lead from *Kashan* to *Ispahan*—the one over the mountains passing *Kharud*; the other over *Natien*; the latter is the winter road, and avoids the snow on the summits of the mountains.

On issuing from *Kashan* we enter a defile of mountains, and pass the ruined village of *Grenarbad*, and a mile beyond, a magnificent caravanserai of the age of Abbas the Great. Descend through a narrow rocky pass, for 6 miles; again ascend another narrow and dangerous pass, over precipitous rocks, to the summit of the chain of the Taunus mountains, the view from which is at once grand and imposing in the extreme. After a descent of two hours we come to a narrow valley, a forest in miniature of fruit trees, amongst which are the cherry, the mulberry, the walnut, the plum, and the almond tree; the grape is nowhere seen here. Abundant crops adorn the slopes of the hills, which are cultivated in terraces. As we proceed we pass pretty villages, where the rose and jasmine abound; from this we again ascend, and halt at the pretty village of

Komroad, 32 miles, one day's march.

As we issue from this village, nothing of interest occurs till we arrive at the almost ruined caravanserai of

Law; soon after leaving which pass two villages, *Pedah* and *Deyhai*, on the left; now traverse an open plain for some miles, often rendered disagreeable by excessive heat and columns of dust, together with a total absence of water; at 12 miles distance we arrive at a large tank of water, where travellers may refresh. From this spot can be seen the immense caravanserai of *Aga Kamel Bela* on the right, and which had been a conspicuous object in the distance; on our left, bearing west, is also seen the caravanserai of *Kam'dpaine*, about 4 miles distant from the former. Proceeding hence, at the end of 9 miles, we arrive at the caravanserai and village of

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Maurana Khorde, 28 miles' march, the vicinity well watered and cultivated with grain. From hence, 2½ hours, we pass another magnificent caravanserai, built of a bluish coloured marble, the masonry and finish of which are of exquisite beauty; it was erected by the queen, the mother of Abbas the Great; in its vicinity is a fort erected for the protection of provisions and fodder.

From this point ascend a chain of low hills, and pass another ruined caravanserai; beyond this, 2 miles, arrive at

Guz; from this, through a highly cultivated country for 6 miles, we pass fractured ruins of water courses and channels, and other indications of extensive gardens; in fact, for 4 miles before entering Ispahan, scarcely anything but ruins appears on all sides, showing that the suburbs must have once been densely peopled.

ISPAHAN—*Telegraph Station.*

In the Persian province of Irak-Ajim; pronounced "Spahawn."

TELEGRAPH to Teheran, Shiraz, Bushire, &c.

Population, about 60,000. It amounted to 600,000 in the time of Shah Abbas. Distant from Teheran, 215 miles south.

It is situated in the central part of an oval plain, about 12 miles by 8 in extent, in 32° north lat., and 52° east long. The city formerly extended 3 miles along the south bank of the River Zunderoud, which is about 600 feet broad. The numerous groves, avenues, and spreading gardens surrounding the city cover the ruins of this once-splendid metropolis of Persia. The traveller may wander for miles amongst the ruins: the handsome bridges over the river are less injured than most other places. Here are the Palaces of Chedar Bagh (or "Four Gardens"), Chel Sitoon (or "Forty Pillars"), and Hasht Behesht (or "Eight Paradises"); also the mosques of Meshed Shah and Sut Ollah, in the principal square or maidan. One of these mosques contains thirty inhabited colleges, and the number of teachers and students may amount to 6,000 or 7,000. The Mahommedan laws and theology are studied; Armenian and Roman Catholic Bishops here. Manufactures—woven fabrics, silks, silk brocade, calicoes, chintzes, and other cotton goods from the plant which grows in the neighbourhood

After passing through an avenue of tall trees, and the mosque of Gouch Khonah, we enter the low-vaulted bazaar, considerably more than a mile in extent, and arrive at the Government House, assigned to travellers, called by the natives "kooli feony." On all sides are seen bales of goods, carpets, mattings, skins of dried fruit, and tobacco, strewed about the area of the bazaar, indicating wealth and industry. At one time its commerce with India by caravans was of great magnitude; which accounts for the many ruins of extensive caravanserais met with throughout the country. Quantities of pigeons and many pigeon-houses are met with.

Proceeding from Ispahan (due south) for five hours, over a plain, we come to the *Pass of Aatching*, by a rough ascent and descent. At 8 farsangs, or 32 miles from Ispahan, and 12 miles from the Pass, halt at the caravanserai and village of

Mayar, situated in a plain extending 4 miles, richly cultivated in grain, and having extensive gardens. Pass Ispahan, and at 20 miles arrive at the walled town of

Koomash.—Here, as at Ispahan, immense flocks of pigeons appear everywhere. They are propagated for the sake of their manure, which is highly prized for rearing the finest quality of melons. Saltpetre is also extracted from it.

Our route from Aatching to the caravanserai of Koomash lies through a part of the country infested by robbers. At 16 miles from *Koomash* come to the town of

Mexeobiggy, and thence 12 miles to the village of **Ammabad;** total day's march, 28 miles. From hence travel over a hard and hot surface soil, abounding in the plant from the seeds of which gum bassorin is extracted by the natives, who make a profitable return for their labour. Pass the tomb of Ali Riza, a relative of the prophet. A few hundred yards further come to the brink of a precipice, the entrance to the valley of *Zesdekhast*, the fortress of which is seen from the road. It is inaccessible, excepting by a drawbridge, being perched on a conical rocky precipice. Having descended into the valley, and crossed it eastward, we halt at the caravanserai of

Lefiage, 12 miles. This place is the boundary of the two most celebrated divisions in Persia—*Irak* and *Fars*. At a distance 16 miles from *Zesdekhast*, the great southern road to *Shiraz* separates

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into two routes—one to the south-west through *Dipperdun*, the other eastward by *Shulgustan*. The latter is the present route. Ascend a valley, whose sinuous course through the mountains marks the limits of *Irak-ajim*, the ancient Media, dividing it from the provinces of Fars, the original kingdom of Cyrus, whom he united Medes and other realms to the crown. Fars is bounded on the north-west by Irak-ajim, Laristan, and Khuzistan; and by Kerman on the east, whose deserts are so well known. A post to the south takes in a part of Laristan, the ancient kingdom of Lar, extending to Gumbroom on the Persian Gulf, another early mercantile settlement in the time of Kerim Khan. The halting place is

Lewn Ilkett, distant from Koosh 20 miles. From this, a short distance, pass a ruined fortress. Wild asses and the antelope are occasionally met with in these parts. The scene now changes for the better. We enter (south-east) a rich and beautiful country; ascend a range of mountains, on the summit of which patches of snow appear. Descend through a succession of narrow valleys, well watered, to the village of

Daly Nazir, 28 miles' march. Leaving this, pass the village of *Kishlack*, 6 miles, with ruins on all sides. We pass the village of Gazion; then a river and stone bridge, and the ruins of a caravanserai, ascribed to the period of Cyrus, and named *Madre-i-Sulkman*. A little beyond this enter a dangerous pass, for 3½ hours; after which the left-hand route conducts to the village of *Mourgaub*, along the banks of a stream, to the caravanserai of the same name. This stream waters the villages of *Shauack*, *Kuneen*, and *Seven*; and then becomes a river—the *Kr Aub*; which falls into the Bund Emir (the southern Araxes). In the valley of

Mourgaub, 49 miles north-east of Persepolis, are numerous *Ruins*, including the *Tomb of Cyrus* The first ruin we notice is a platform of hewn stones, raised nearly to a level with the rock which it adjoins. The length of the front measures 300 feet; its sides to where they touch the hill, 298 feet, and the height is 38 feet 6 inches, formed of fourteen tiers of blocks of white marble. Every stone of the upper horizontal surface is joined with the utmost nicety, being carefully clamped to its neighbour. These ruins, called by Pliny *Pasargadæ*, were occupied by the Magi, and were supposed to contain the Tomb of Cyrus, who was born here. On the plain, a quarter of a mile south-west of this platform, is a square-like building, about 9 feet each way, and 49 feet high; which was formed of blocks of marble. Another quarter of a mile due south is a square Pillar, with a shaft of 50 feet; a spacious marble platform supports this immense fragment. Sculptured figures and inscriptions occur everywhere.

Another is a square Pillar, formed of one single block of marble, 15 feet high, sculptured with curious bas-reliefs, surmounted by a compartment containing an inscription.

Another mass of marble stands 30 feet in front of these. On the south-east is a platform, on which are fragments of columns, 150 feet by 81 feet, elevated by two rows of pedestals, of white marble, 3 to 4 feet high, and 15 feet apart. At the distance of a mile south-west of these ruins is found a Quadrangle of 60 to 80 feet on every side, a great gate appearing to have opened from it to the south-east. About 200 yards further south rises the structure, called by the natives the tomb of the Mother of Solomon, but now generally recognised as the *Tomb of Cyrus*. In the vicinity, and at Tackt-e-Taoosht, and Hareem Jamschid, are eight columns, one of which is erect; there are mounds, fortifications, platforms, remains of walls, door-frames, &c., &c. At Naksh-i-Roustam, the face of the mountain is almost perpendicular, about 300 yards high, and of a whitish kind of marble, in which have been cut the sculptures, and excavations placed very near each other. Those highest on the rocks are evidently intended for tombs, one being supposed to be that of Darius Hystaspes.

PERSEPOLIS.

Persepolis was half burnt by Alexander the Great, B.C. 330, and occupied by him on his return from India five years later. It consists of parts of buildings, such as gates, columns, and window frames, besides the staircases of the great platform and those of the lesser elevations now covered with a crust of earth.

They are situated at the base of a rugged mountain, and the artificial terrace on which they are built commands an immense plain, the plain of Mordasht, bounded on all sides by dark cliffs; now however, only a swampy wilderness, where a few

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solitary columns and scattered ruins are all that remain of the splendid city that once gave life and animation to the scene. They are described by Sir R. K. Porter.

The chief feature is the tall slender column, which stands out prominently to view, from which the place has obtained the descriptive appellation of *Tel-el-minar*, the "hill of minarets," the natives considering the column of the palace of the kings to resemble the minarets of the mosques. The *Tel-el-minar* is mentioned by Diodorus Siculus, and is surrounded with a treble wall; the first was 16 cubits high, adorned with many sumptuous buildings and aspiring turrets; the second was like the first, but as high again; the third was like a quadrant four square, 60 cubits high, all of the hardest marble, and so cemented as to continue for ever. On the four sides are brazened gates; near which are gallows (or crosses) of brass, 20 cubits high; which were raised to terrify beholders, and for the better strengthening and fortifying the place. On the east side of the citadel, about 400 feet distant, stood a mount, called the royal mount, containing the sepulchres of the kings and their treasure house.

Three distinct lines of walls and towers remain, the west front being 1,425 feet long, the north 926, and the south 802 feet. The steep faces of the terrace are formed of dark grey marble cut into gigantic square blocks, exquisitely polished, and without mortar. The present height of the platform from the plain is 30 feet. This artificial plain consists of three terraces; the lowest, embracing the entire length of the southern face, is 183 feet in width; the second contains the general area; and the most elevated was wholly covered with magnificent buildings. The only ascent from the plain to the summit of the platform is by a marble staircase situated on the western side, so gently inclined that Porter rode his horse up and down it; each step is 3½ inches high and 22 feet long, and the blocks of marble of which they are composed are so large as to allow ten or fourteen steps to be cut into each solid mass. Here are found remains of lofty portals, sculptured jambs, colossal bulls, inscriptions of the arrow-headed letter, polished marble pavements, ruins of magnificent columns, winged bulls with human heads, surmounted by coronets of roses, bulls' horns, &c., and extensive cisterns cut in the solid rock.

On drawing near the *Chehel Minar* (or Place or Forty Pillars), the eye is riveted by the grandeur and beautiful decorations of a double staircase, projecting considerably before the northern face of the terrace, the whole length being 212 feet; and at each extremity, east and west, rises another range of steps. Again, about the middle, and projecting from it, 18 feet, appear two smaller flights, rising from the same points, where the extent of the range, including a landing-place of 20 feet, amounts to 86 feet; here were found sculptured figures, groups representing fights with lions, spearmen and bowmen, covering an expanse of 68 feet; a narrow border of open roses finishes the upper edge of a frieze, while an equal number of figures ornament the interior face of the same staircase.

The immense space of the upper platform stretches to north and south, 350 feet; and east to west, 380 feet; the greater part of which is covered with broken capitals, shafts, and pillars, and countless fragments of buildings, some of which are richly ornamented with the most exquisite sculpture; the pillars were from the western to the eastern range; the distance is 268 feet; the form of these columns is the same in all, and very beautiful; the total height of each is 60 feet. The shaft is finely fluted and covered with Cuphic, Cuneiform, Arabic, and Persian inscriptions, &c. The doors are guarded by colossal statues of bulls, on pedestals 18 feet in length. The highest compartment contains the king seated on a chair of state, with his feet on a foot-stool, and over his head a canopy with borders of lions and bulls; behind the king is the fan-bearer, the armour-bearer, and a third attendant; and beneath him are five successive ranges of guards.

Adjoining the terraced platform, and a quarter of a mile east of the Tel-el-Minar, are two excavated tombs, 72 feet broad, by 130 feet high.

The distance from *Teheran* to *Persepolis* is 120 farsangs, equal to 480 miles.

From *Persepolis* to the villages of **Dhay** and **Kerm**, near which are extensive ruins of walls, of great antiquity; as also those of altars of the fire worshippers, the followers of Zoroaster. Next traverse the chain of Kuhel mountains; then we arrive at

Servistan, 35 miles from Persepolis. From hence, pass a lake, 20 miles long, over a succes-

sion of plains; occasionally a verdant spot, and u few flowers and shrubs are seen. The caravanserai of *Mahlu* is 32 miles from *Servistan*. From Mahlu, 16 miles over a level country brings us to

SHIRAZ—*Telegraph Station.*

TELEGRAPH to Bushire, Ispahan, Teheran, &c. Capital of Province of Fars, and, at several periods, of the whole empire; it is 218 miles S.S.W. of *Ispahan*, 50 farsaks from *Bushire*, 543 from Resht *viâ* Teheran.

Population, 30,000.

The appearance of the city from a distance is pleasing, and its gardens and walls are nearly 4 miles in circuit, but the internal aspect of the place presents the striking contrast usually observed in oriental cities. An earthquake, in 1853, on five successive days, destroyed nearly twelve thousand persons, and almost obliterated its fine features of grandeur. The Bazaar, built by Kerrim Khan, is a quarter of a mile in length, and is built of yellow brick. The Ark, or Citadel, which forms the residence of the governor, is a small fortified square—the royal palace is neat, without being so gorgeously magnificent as those of Ispahan. The famous Persian poets, Saadi and Hafiz, are buried at Shiraz. The *Tomb of Hafiz* stands in a garden.

Its commerce consists in receiving from Bushire the silks, spices, and cotton goods of China and India. Its chief manufactures are carpets, soap, earthenware, cutlery, and sword blades. There are excellent grapes from the vineyards cultivated in the vicinity, and the wines of Shiraz have the highest reputation. Kerrim Khan, during his reign of twenty-two years, made Shiraz the seat of his empire. Aga Mahammud levelled its fortifications to the ground, leaving only a mud wall for the defence of the city. From Shiraz, over richly cultivated plains, to

Disel-i-Azhen, about 17 miles; the surrounding chain of mountains covered with snow. From hence, over sterile plains and barren mountains, for six hours, to

Abdin, 17 miles.

Kasroon, 13 miles.

Sixteen miles distant from this are the ruins of the city of Shapoor (the residence of the Susiana monarchs); numerous ruins of sculptures and inscriptions are met with. *Cazerun*, or *Kasroon*, contains forty Jewish houses; there are no Armenians.

Camaridge, 20 miles. The roads are narrow and rocky, by rough passes, and at the foot of a chain of hills. From hence to the caravanserai of

Khunar Takhtah, 9 miles; for the halting-place of *Dalki*. On the way we see naphtha issuing from the ground, besides bituminous substances.

Burazjura, a large village, inclosed as usual with walls and towers. It is seven hours (14 miles) from the last stage.

Alichangu, 24 miles, over a desert plain. Over other sandy plains, for 16 miles, to

BUSHIRE, or Busheer,

i.e., "Abou Shihr," the father of cities,

A principal *Telegraph Station* on the Indo-European Telegraph line, the chief port of Persia in the province of Fars, on the Persian Gulf. Population, 25,000. Lat. 29° N., long. 51° E., distant 170 miles from Shiraz. Its exports are cotton wool, horses, carpets, shawls, tobacco, and otto of roses. Imports—cotton and linen goods, sugar and spices from Batavia, cutlery, &c. Winter is cool and pleasant.

RESIDENT AND POLITICAL AGENT. — Colonel Prideaux.

STEAMERS.—British India Company's weekly boats (Agents, Messrs. Gray & Co.) to Bussorah and Kurrachee. From here the traveller may go towards home by caravans, *viâ* Shiraz, Ispahan, Teheran, and Resht, on the Caspian, 42 days; thence by steam or rail to Astrakhan, Novgorod, and St. Petersburg; or about 75 days to England.

TELEGRAPH to Bussora, Constantinople, Kurrachee, and India. MONEY.—25 kerans=£1.

It occupies the north extremity of a peninsula, and has 12 to 14 towers or forts on the sea wall. The town is situated immediately behind a chain of mountains, the tallest of which is called Hallilah; the Bay on the shores takes its name from this. It was here our troops landed in the expedition to Persia in 1856-7, under Gen. Outram. Vessels drawing above 18 feet of water cannot approach the town; they must remain at anchor

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in the roadstead. Approaching Bushire it makes rather an imposing appearance, but the interior is only a collection of low-built houses and huts of shelly limestone. The inhabitants are a mixture of Arabs and Persians; the merchants are Armenians and Persians, living 5 to 6 miles off. A healthy north-west wind, called the Shamal, blows for forty days in May and June.

Bahrein, or "Two Cities," on the Arabian side, has date groves, and a pearl fishery, where 300 boats are employed. A good diver will remain below 45 to 60 seconds. *Henjam* is an island covered with old forts and tanks; it has salt caves, petrified date trees, and a pearl fishery. At Linga or *Lingeh*, on the Persian side, under Jebel Bostaneh, is a custom-house (in an old Dutch factory), with shipyards, where "buggalows" are built. *Kishm* is an island in the Strait of Ormuz, or Hormuz, lying off *Gombroon*, or **Bunder Abbas,** an anchorage on the Persian side; a small and very hot place (population, 3,000), with some mountains behind it, 7,000 to 10,000 feet high. This and the Isle of Ormuz, in old times, were trading places belonging to the Portuguese, and were taken by the English, 1622. Tall, conical, uncouth rocks surround the Island of Kishm. Hence, past

Mussendoom, a *Telegraph Station* at the mouth of the Gulf, on the Arabian side, among bold, lofty, mountain peaks. The Gulf Cable is 1,500 miles long, at a depth of 30 to 60 fathoms. Then to **Muscat,** on the Arabian coast, which the late Sultan of Zanzibar claimed for his own. Population, 20,000, including Mutrah. It is the capital of a strip of territory belonging to the Imam, backed by dark, volcanic hills. The port is like a horse-shoe. Here are the Imam's palace, a Residency, bazaar, some old forts, built by the Portuguese, with a custom-house, erected 1647. Dates, ivory, gum, hides, cotton, and fruit are exported. *Political Agent.*—Lieut.-Col. Miles.

The telegraph wire follows the coast to Jask or **Jashk** (a central station for the Telegraph staff) and **Gwadur** (the British India Company calls—Agents, Towell & Co.), on the Mekran shore of Beloochistan, which is a level strip next the sea, backed by a wall of hills 1,000 to 3,000 feet high. Thence to

KURRACHEE—*Railway and Telegraph Station,*

The port of Sinde, in the Indus mouth.—See page 78.

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SKELETON ROUTE XXI.

OUTWARD.

CHINA and JAPAN ROUTE.—LONDON to SUEZ, CEYLON, SINGAPORE, BATAVIA, HONG KONG, SHANGHAI, and YOKOHAMA, in JAPAN.

England to Galle, Ceylon.—See Route 6.

Peninsular and Oriental Steamer, from Suez and Bombay for the East, leaves Colombo every other Friday.

" " " arrives at Singapore every other Friday.
" " " " Hong Kong every other Sunday.
" " " leaves Hong Kong every other Monday.
" " " arrives at Shanghai every other Friday; and at Yokohama every other week.

N.B.—At Colombo, every other Friday, the mail leaves for Australia; every other Friday for Madras and Calcutta. At Singapore, the Batavia mail leaves every week or fortnight; the Eastern and Australian mail, every four weeks, for Brisbane, &c.

French Messageries Steamer.—See below. For other Lines, as the **Japan Line, Glen Line, Ben, Union,** and **Ocean Lines, Florio-Rubattino** (to Signapore), **Fraissinet** (monthly), **Cunard** and **Inman Lines** (*viâ* New York, on the **Australian Line, westward,** to China and Japan), **Royal Mail** (*viâ* Panama), &c., see List in Introduction and Steamer List and Advertisements in *Bradshaw's Guides*.

Passengers.—East of Suez, 2nd class accommodation is not guaranteed in P. and O. Steamers.

Distances.—London to Port Said, by sea, 3,215 miles; to Suez, by canal, 87 miles; to Colombo, 3,404 miles (hence to Bombay, 875 miles; Calcutta, 1,380 miles); to Penang 1,278 miles; to Singapore, 381 miles; to Hong Kong, 1,437 miles; to Shanghai, 870 miles (or, Hong Kong to Swatow, 175 miles; Amoy, 150 miles; Foochow Foo, 185 miles). Hong Kong to Yokohama, 1,860 miles.

Time of Journey.—About 50 days from England to Shanghai, viz.: 16 to Suez, 14 to Colombo, 7 to Singapore (thence to Batavia, 2 days), 7 to 9 days to Hong Kong, 4 to 5 to Shanghai, 7 to 8 to Yokohama. [Here the East and West Routes Round the World connect. England, westward, to New York, 10 days; San Francisco, 7 days; Japan, 5 days: or 32 days.—See Route 26.]

French Messageries Steamer leaves Colombo every other Sunday or Monday, proceeds to Singapore, 7 to 8 days; Saigon, 3 to 4 days; Hong Kong, 5 days; Shanghai, 6 days; Yokohama, from Hong Kong, 7 to 8 days.

Fares.—From England, by P. and O. Steamer, 1st class, single berth, to Penang or Singapore, £68; to Batavia or Hong Kong, £78; to Shanghai or Yokohama, £88. Reserved Cabin to Penang or Singapore, £170; to Hong Kong, £195; to Shanghai or Yokohama, £220. Children (3 to 10 years), half-price. From Venice or Brindisi, £5 less than from England, for each adult. Fore Cabin—2nd class Passengers, £40, £45, and £50. All these are exclusive of wines, spirits, and beer. The Messageries Steamer Fares from Marseilles are less by about £5.

Luggage.—In the P. and O. Steamer, 3 cwt. are allowed 1st class; 1½ cwt. 2nd class; overweight, £1 per cwt.

HOMEWARD.

SHANGHAI to HONG KONG, SINGAPORE, PENANG, COLOMBO (for CALCUTTA, BOMBAY, and AUSTRALIA), ADEN, SUEZ, and ENGLAND.

P. and O. Steamer leaves Yokohama every other week for Hong Kong.
" " leaves Shanghai at every other Sunday or Thursday.
" " leaves Hong Kong every other Tuesday, Wednesday, or Sunday.
" " arrives at Singapore about every other Monday, Thursday or Friday.
" " " Colombo every other Saturday, Sunday or Tuesday.
" " " Aden every other Wednesday or Thursday.
" " " Suez every other Tuesday or Wednesday.

N.B.—At Colombo Junction, it is 3 days from and to Madras, 7 to Calcutta, and 4 to Bombay. Every other week arrivals are due about Monday or Wednesday from Australia. Allowance must be made for monsoons.

Messageries Steamers leave Shanghai every other Thursday or Saturday, a week later.—For other Steamer Lines, as above, see *Bradshaw's Guides*.

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ROUTE XXI.

LONDON TO CHINA AND JAPAN, *VIA* COLOMBO, PENANG, SINGAPORE, HONG KONG, AND SHANGHAI.

London to **Colombo**, see Route 6. Here P. and O. passengers for China are transferred to another steamer for Shanghai; and those for Japan change at Hong Kong. By the Messageries Steamers, arriving every other Monday or Tuesday, passengers are carried direct.

SEA VOYAGE (5 days) to Penang.

Starting from the roadstead of *Colombo*, the boat proceeds for three days till she sights the *Nicobar Islands*, leaving *Acheen Head*, Sumatra, on the right; and on the morning of the fourth day she steams along the *Straits of Malacca*. The *Gold Mountain of Sumatra*, Karinchi, 11,820 feet high, is seen to the right, like a stupendous cone on the horizon; and on the fifth day we reach the free port of

PENANG, or PRINCE OF WALES ISLAND.

One of the *Straits Settlements*, a beautiful island, called by the natives Pulo Penang, or Betel Nut Island, on account of its resemblance to the Areca Nut, which grows here in abundance.

POSITION.—Two miles off the north-west side of Malacca Straits, and facing **Deli**, or Delih, a French colony in Sumatra; lat. 5° 25′ north, long. 100° 21′ east. It is 20 miles long by 9 miles broad; divided longitudinally by a ridge of mountains.

CAPITAL.—George Town, purchased by the East India Company from the Rajah of Quedah, in 1786, now transferred to the Crown. It is a clean place with a good harbour.

MONEY, in dollars and cents.

Population, about 91,000 (chiefly Chinamen, Malays, and Klings, from the Cormandel coast), or 188,300, including the *Province of Wellesley*, on the Malay Peninsula, opposite. All the trades are carried on by Chinese. Area, 390 square miles, including 107 in the island. Wellesley is a strip, 35 miles long, by an average of 80 miles broad, bought of the Rajah, 1800.

LIEUT.-GOVERNOR.—C. J. Irving, Esq., C.M.G. There are Residents at the native States of **Perak** (Sir H. Low, K.C.M.G.), Dindings, Selangor, and Sunjie Yjong.

JUDGE.—Hon. T. Lett Wood.

HOTELS.—Alexandra; Victoria and Albert; De l'Europe; Clarendon.

CONVEYANCES.—Horses and Carriages. Chinese Boats, called sampans; 6d. to the shore; 2s. the trip.

STEAMERS.—P. and O. Company's Steamers (Agents, Messrs. Brown and Co.) Outward-bound and Homeward-bound every fortnight. The route to Penang and Singapore was first opened by the Company in 1844-5. In 1851 it was extended to Hong Kong. Messageries Company (Agent, M. Mathieu), every two weeks; British India Company (Agent, A. Liebert), every two weeks; Netherlands India (Agents, Friedrichs and Co.), weekly; Fraissinet's; and others.

HARBOUR MASTER.—T. Fox, Esq. Vessels only pay a tax of 2 cents per ton, for lights.

ASSISTANT POSTMASTER.—A. Anson, Esq.

BANKS.—Chartered Mercantile Bank of India, London, and China; Hong Kong and Shanghai.

UNITED STATES CONSULAR AGENT.—A. Watson, Esq.

CLUBS.—Penang; Chinese.

NEWSPAPER.—*Penang Gazette.*

CLIMATE, hot; January and February being the dry, and April, May, and June the rainy, months; but the seasons are not well marked. Mornings cool, and sometimes so cold and foggy that warm clothing must be worn. Temperature, 60° to 90°. Light claret and water is the best drink.

PRODUCTIONS.—Cocoa-nuts, mangoes, palms plantains, mangosteens, rambutans, pepper, timber, tin from the main land, and "layors," or canes; turtle eggs, from Pulo Talure; sugar, tapioca, and rice, from Wellesley. There are about 100 sorts of fruits. Annual exports and imports, £3,500,000.

OBJECTS OF NOTICE.—Government House; Esplanade. St. George's Church; Free School; French Mission College; Chapels; Bazaars; Chinese Shops; Hospital; Post-office; Custom House; Barracks; Markets; and Esplanade Drive.

IN THE VICINITY.—*Flagstaff Hill*, a fine point of view, 1,500 feet high, overlooking the sea, th peninsula of Malacca, &c. It is 4 miles to the

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bottom of the hill, and 4 more to the top. At the bottom is a pretty *Waterfall*, or cascade, 50 to 60 feet high, which helps to supply the town with water. The ascent is through dense forest to the top; a steep ridge, on which stand the Governor's bungalow and a sanatarium. A Gum Tree, 300 feet high, 26 miles from the town, is now gone. Green butterflies. 10 to 12in. across the wings, are seen. There is a project for cutting through the *Isthmus of Kraw*, in the Malacca peninsula.

Penang to Singapore, a sea voyage of 1½ day; during the whole time land is visible. You pass *Perak*, a small independent state. The hills of Malacca are seen, increasing in height as they extend into the interior; but mountainous islands intercept the view of Sumatra. The town of **Malacca**, on the main land, is 300 miles from Penang, and 80 or 90 miles from Singapore; and has Dr. Morrison's Chinese College, and remains of a Portuguese Church (1560-1670) near the Agent's house. The Portuguese held it till it came to the Dutch, 1641. The province of Malacca is a strip 42 miles long, by an average of 16 miles broad. Tin, from Perak, is the chief export.

SINGAPORE—*Telegraph Station*, Capital of the *Straits Settlements*, comprising Singapore, Penang, and Malacca, or Wellesley, at the south-eastern extremity of the Straits of Malacca. It stands at a capital centre for commerce, opposite Sumatra, Borneo, &c., in latitude 1° 10′ north, longitude 103° 15′ east; on an island of 275 square miles, 25 miles long by 14 broad, separated from the Johore main land by a strait ¼ to ½ mile wide. Founded in 1819, by Sir Stamford Raffles, who married the Rajah of Jahore's daughter; and transferred by the Indian government to the Crown, 1867. The town is under a municipality. Houses in bungalows.

GOVERNOR-GENERAL.—His Excellency Sir F. A. Weld, K.C.M.G.; assisted by a council. Colonial Secretary, C. C. Smith, Esq., C.M.C.

CHIEF-JUSTICE.—Sir T. Sidgreaves. BISHOP, Right Rev. Dr. Hore.

Population of Singapore, about 139,300, mostly Malays and Chinese. There are many Germans here. Total population of the *Settlements* (1881), 423,500, chiefly Malays and Chinese.

HOTELS.—De l'Europe; Adelphi; De la Paix. Tariff.—2 to 3 dols. (8s. to 12s.) per diem, exclusive of drinkables.

CLUBS.—Singapore, Tanglin, and German.

POSTMASTER.—E. Tsemonger, Esq.

TELEGRAPH.—To Europe, China, Java, and Australia, by direct cable to Banjowanjie.

CONVEYANCES.—Horses, carriages (called gharries), boats, &c. The boats are small row-boats, called sampans. Daily coach across the island along good roads.

STEAMERS.—*P. & O. Company's Steamers* (Agent, Mr. D. Low) arrive here Outward and Homeward every other Wednesday. Passengers may be booked to Malacca, Samarang, Sourabaya, Padang, &c., and to Macassar and places in India, by the British India, or Netherlands India Steamers, at through fares (£2 to £23 extra). The *Netherlands India Company* weekly, to Batavia, in two days; rates of passage, 46 dollars, inclusive of drinkables. Through tickets may be had at Southampton or Marseilles. *Messageries Steamer* (Agent, Mons. P. Brasier) every two weeks. Florio-Rubattino, Castle and Shire Lines, Thames and Mersey, Austrian Lloyd, &c., call here. *British India Company* (Agents, Hamilton and Co.), every two weeks to Batavia, and connecting with the Queensland Mail Line.—See Route 23, and Steamer List and Advretisements in *Bradshaw's Guides*.

HARBOUR MASTER.—H. Ellis, Esq.

BANKERS.—Chartered Mercantile Bank of India; Oriental Banking Corporation; Hong Kong and Shanghai Company; Chartered Bank of India, Australia, and China.

CONSULS.—M. Meger, French; Dr. Bieber, German; Major Studer, United States.

NEWSPAPERS.—*Straits Times; Lut Pau* (Chinese).

COINS.—Spanish dollars (4s. 2d.), divided into 100 parts, represented either by Dutch doits or English copper coins of the same value. Gold Dust is sold by a Malay weight, called the Bungkal, equal to two Spanish dollars, or 832 grains Troy.

WEIGHTS.—The following are in use:—16 Taels make 1 Catty = 1⅓ pounds avoir.; 1 Picul makes 100 Catties = 133⅓ pounds avoir.; 40 Piculs make 1 Cayan of Rice.

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SEASONS.—South-west monsoons, April to October. There is neither summer nor winter, and even the periodical rains are not at all defined, as the showers, which fall two days in three, are always moderate.

CLIMATE.—Healthy, although hot; very good for children. Thermometer, 71° to 89° in-doors; 100° to 117° in the sun. The place being only 80 miles from the equator, the sun always rises and sets about 6. Cool airs, 6 to 8 p.m.

People come off to sell Malacca canes, layors, caps, slippers, shells, and birds. They ask double what they will take. The divers will dive for coppers, which they catch before the money reaches the bottom of the clear water.

OBJECTS OF NOTICE.—Public Buildings, Courts, Town Hall, visited by the King of Siam, 1871; Post-office; Commercial Square; shops porticoed and kept by Chinese; Buddhist Temple; Joss Houses, with the statue of a Sun having a large carved bull in his mouth at the entrance gate, Joss sticks burning, and a large drum and bell hanging from the roof. Perambulating Restaurants, the keepers beating bamboo sticks to draw customers; Mr. Whampoa's country seat and extensive gardens—he was educated in England. Large Theatre, open at 9 p.m.; Burial Ground at the side of the hill, with Chinese Tombs therein; Mahomedan Mosques. Government House, on a hill. Villas in the outskirts. Club; new Jail; Gasworks. Malay College; Raffles Institution; Esplanade and Cricket Ground; Tanglin Botanical Gardens, including a part of the original jungle. St. Andrew's handsome spire Church, now a Cathedral, opened 1866; Presbyterian Church; French and Portuguese Missions. Docks at Tanjong Pagar; and new Harbour at Teluk Blangah.

The town is situated on two sides of a salt creek, that empties itself into the sea at the west head of a deep bay, and which is only navigable for small boats, so that vessels are obliged to lie at the wharves, at about 3 miles from the town, in the new Harbour. The highest spot is Bukit Timah, 500 feet above the sea. All merchandise is discharged at the doors of the principal warehouses. Excellent market daily for tropical vegetables and fruits, strange fish, meat, green turtle, all very good and reasonable. Delicious mangosteen and pine apples.

This place is a free port, and a great *entrepôt* of European and Asiatic merchandise; its trade, including the other *Straits Settlements*, exceeds 26 millions a year. Pepper, sugar, gambier, and tapioca figure among its exports. Beautiful Sumatra ponies are imported. The nutmeg plantations should be visited. Here an European garrison has been permanently quartered, and extensive fortifications are in progress. In front of the island is a chain of islands and mangrove groves, inhabited by a few wild tribes. Good pig-hunting; tigers on the mainland.

HINTS.—Passage money for Batavia and the Australian ports, either to the P. and O. Company or the Dutch steamers, is paid in sovereigns or Mexican dollars=3s. 8d. to 4s. each.

For *Labuan*, *Borneo, and Batavia*, see Route 23. At Singapore the boats connect with the French Messageries every other week, for Batavia; and also for **Saigon** (650 miles from Singapore, population 50,000), the capital of the French possessions in *Cochin China*, at the mouth of the Cambodia, or Mekong; well built, and having a Governor's House, Gothic Cathedral, and Floating Docks. *Hotels*—De l'Europe; Laval; Univers. Two weekly papers. Messageries steamers, twice a month. *Governor*—His Excy. M. Le Myre Vilers. *English Consul*—C. F. Tremlett, Esq. The trade in rubber and gutta, &c., is carried on by English and German houses. *Cochin China*, annexed 1867, is 150 miles by 240 miles, and contains a population of 1¼ million. Cambodia, behind it, is under French protection. At *Phnompenh*, the capital, are the King's Palaces, lined with mother-of-pearl; and near it are remains of the great city of *Angoor*, and the Buddhist temple of Nakhon Wat, dating from the thirteenth century. The mouth of the Mekong, one of the principal rivers in South Asia, is about 8 nautical miles broad just before it enters the sea. Fortifications on the tops of the hills.

Bangkok, the capital of Siam, 400 miles north-west of Saigon, on the River Menam, in the Gulf of Siam. Population, about 500,000, half Chinese. It has large Palaces of the two Kings, public offices, and 65 Buddhist Temples—one king, who speaks English, being High Priest. *Hotel*—Oriental. English Church; 2 Chapels; King's School—Rev. S. McFarland, Superintendent. *King's Physician*—Dr. Gowan. Two English newspapers; and

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Docks, for the Siamese Navy. *Harbour Master*—Capt. Bush. Trade in rice, teak timber. *Steamers* to Hong Kong and Singapore. *Telegraph* to Saigon. Sapphire mines in the neighbourhood. *H.B.M.'s Agent and Consul-Gen.*—W. G. Palgrave, Esq. *United States Consul-Gen.*—General Haldernan.

The Messageries Branch Steamer from Saigon touches at **Quinhon** (340 miles), in Anam or Annam; *Touron* or Tourane, 183 miles—the port of *Hué*, 40 miles distant, the capital of Annam; *Cho-May*, 16 miles; and *Haiphong*, 291 miles, the port of Hanoi, 90 miles distant up the Songka. **Hanoi** (population, 80,000), the capital of Tonquin or Tonkin (now part of Annam), has a French Citadel, where Captain Rivière was killed, 1883. **Sontay,** up the river, was captured, 1883. Saigon is 7,245 miles from Marseilles. Saigon to Hong Kong, 915 miles; to Singapore, 495 miles; Batavia, 550 miles further.

Sea Voyage (6 days) from Singapore to Hong Kong. The large solitary rock, called the "Shoe," in the China Sea, is passed; it closely resembles a mastiff's head. The track is not far from the *Paracels Islands*, on which H.M. Gunboat, *Slaney*, was lost, 1870, with all hands except nine. Land is only occasionally seen.

CHINA.

This empire (called by the natives Tchou-Koue, "*centre of the earth*") comprises all the countries which reach E. and W. from the Sea of Okhotsk to Kokhan and Badakshan, about 3,350 miles; and N. and S. from Tonquin to Asiatic Russia, a distance of about 2,100 miles; a space including one-third of the whole continent of Asia. It lies between 15° and 52° N. latitude, and 70° and 135° E. longitude, and is 3,000,000 square miles in extent

China Proper contains about 1,500,000 square miles; with a population of 350,000,000, by the census of 1842; and eighteen Provinces. Other estimates make the population not to exceed 200,000,000, or less than India; but the above figures seem to be pretty well founded. In 1783, the population was said to be 284 millions; in 1812, 362 millions. Some of the Chinese names, with their English meanings, are as follow: *Foo*, or *Fuh*, town of the first class; *Chou*, or *Choo*, town of the second class; *Hien*, or *Heen*, town of the third class; *Ho*, or *Kiang*, river; *Keou*, mouth; *Hou*, lake; *Hai*, sea; *Shán*, mountain; *Yamén*, a mandarin's office.

Thibet, bordering on Hindoostan, contains 800,000 square miles.

The country of China Proper is diversified, flat, fertile, and intersected with numerous large rivers, canals, and several chains of granite mountains. The soil is good, and agriculture in the highest degree of perfection The climate of the southern part is very hot, while the northern part is liable to the rigours of an European winter. The language seems originally to have been hieroglyphical. It contains only 450 distinct monosyllabic roots, which are so modulated by the tone of speaking as to express 40,000 to 50,000 words or meanings. Thus:—"*Ba bà bâ bá*" is said to mean, if properly pronounced, "*Three ladies gave a box on the ear to the favourite of the Prince.*"—Max Müller's *Lectures on the Science of Language.* Education is general, and the children of the poor are taught to follow the trodden profession of their fathers. The *Great Wall* on the north border made about 300 B.C., stretches up and down hill, for 1,200 miles; it is 15 to 30 feet high, and about 12 feet wide, but in a state of decay. The Grand Canal carries an inland navigation from Canton to Pekin, 1,400 miles; it was begun in the thirteenth century, and 30,000 men were employed forty-three years to complete it.

Manufactures of almost every article of industry abound here. Porcelain (the clay is called *Kaolin*), gold, silver, iron, white copper, cinnamon, copper, mercury, lapis lazuli, jasper, rock crystal, woodstone, granite, porphyry, marbles, tin, lead, coal, tutenague (a mixture of copper and zinc), are amongst its products. In it are to be found growing the tallow, orange, plantain, tamarind, and mulberry trees, tea plant, lime, citron, lemon, pomégranate, vine, tse-tse (a kind of fig), li-tchi (like a date in size), longyeu (dragon's eye), ti-tsi (water chestnut), tsi-chu (varnish tree), camphor tree, bamboo reeds (as large as big trees), tie-by-mon (ironwood), cotton, betel, tobacco, &c. Musk deer, tigers, buffaloes, wild boars, bears, rhinoceroses, camels, deer, kinki (golden fowl), the finest in the world; and some of the most beautiful birds, both in form and plumage, abound in this extensive empire.

Chinese Festivals.—The year is divided into hours, or months of twenty-nine or thirty days. New year, about the end of January (or in

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February). Feast of Lanterns—15th day of 1st moon. Birthday of the Lares—2nd day of 2nd moon. Festival of the Tombs—Early in the 3rd moon (April). Birthday of Buddha—8th day of 4th moon. Festival of Dragon Boats—5th day of 5th moon (early in June). Autumn Festival—1st to 15th of 8th moon. Kite-flying, &c.—9th day of 9th moon. Shortest day—11th moon (December). Office holidays—a month from 20th of 12th moon. Seeing out the old year—24th to 30th of the last moon.

TEA.—Red-leafed congous shipped at Foochow-foo, a treaty port. Black-leaf tea, of the finest quality, at **Hankow**, a vast city 600 miles up the great River Yang-tze-Kiang, where it is shipped direct for England. Tea of a common sort from Amoy and Formosa.

The authentic history of China appears to begin with the great dynasty of Han, which lasted four centuries and a half, and was overthrown in 266 A.D. From it arose six petty dynasties, which lasted from 266 to 608 A.D., but, in 618, the royal house of Tang ascended the throne, under whom the empire became powerful and opulent. The most illustrious Prince of this line was Tai-tsong, who extended the kingdom as far as Western Asia. This dynasty was succeeded by five lines of weak monarchs, till 960 A.D., when the Song dynasty was founded, which reigned until 1279 A.D., when this empire became subject to the Mongol Tartars, who are supposed to have been confounded with the Hunni (Huns) under the national name of Khan (people). In 374 A.D. these Tartars, crossing the Wolga and the Don from the banks of the *Palus Mœotis* (Sea of Azoph), had founded an extensive empire between the Theiss and the Don, driving the Goths and Alans before them. In 378, they poured down on the provinces of the west and east, under Attila, and in 435, extending their conquest to the borders of the Baltic Sea, threatened the Roman Empire with destruction. They appear to have flourished in China about the year 130 A.D., under the celebrated Khan Oguz, and to have continued making extensive conquests during the reigns of Genghis and Timur. Kublai Khan (grandson of Genghis Khan), of whom an account was brought home by Marco Polo, extended his power over all Asia. His successors ruled over this nation till 1368, when they were expelled by the founder of the native dynasty of Ming, the last prince of which was Haoitsong, in whose hands the empire fell into disorder. The Mantchoos were called in to quell the disturbances, but in 1644 their own sovereign seized possession of the throne; he was succeeded by his son (Khanghi) in 1661, who proved himself one of the most distinguished princes that had ever ruled over this vast empire.

In 1839, the Chinese Government destroyed all the opium belonging to the British merchants at Canton, and grossly insulted the British residents. The English Government declared war; and, in 1842, the Island of Hong Kong was ceded to England, and a compensation of £5,000,000 sterling was paid by the Chinese as an indemnification for the expenses of the war, and the opium which they had destroyed. They also granted permission to the British to trade at the Ports of Amoy, Foo-Choo, and Shanghai. In 1857, in consequence of the Chinese authorities having seized upon some English vessels, war was again declared, and Canton was taken possession of by the united forces of England and France. Commissioner Yeh was captured and carried on board the "Inflexible" to Calcutta, on the 1st March, 1858, and the occupation of Canton in the same year led to a most advantageous treaty being concluded between the English and the French Plenipotentiaries and the Emperor of China; which was again violated by the Chinese. Hostilities were recommenced in 1860, and the allied forces occupied Pekin. Another treaty was then framed, and a large indemnity demanded. Since that period, and under a more enlightened government, a better policy has been pursued by the Chinese towards the English and other foreigners. They have become alive to the benefits of commerce; and it is said that they were for a time even favourable to a grand railway scheme in China, projected by Sir Macdonald Stephenson, in 1864. It embraces four main lines from the great city of Hankow, on the Yangtze River, viz., down the river, to Shanghai, 650 miles; South, Canton and Hong Kong, 850 miles; North, to Pekin, 800 miles; and West, up the river, and over the Chinese border, to Calcutta, 1,600 miles. These lines would connect the tea, silk, iron, coal, and other districts. Sir M. Stephenson was one of the first to agitate the

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question of railways in India; and, looking at the wonderful progress of the present age, he is sanguine in his expectations that, in 20 or 25 years, "passengers and goods will be conveyed from London through Europe and Asia, by Constantinople and British India, to Canton and Pekin."—(See his *Pamphlet* and accompanying map of China; and page 240).

It is estimated that there are 400,000 square miles of coal in China.

HONG KONG

(*i.e.* Island of Fragrant Waters).

An island between lat. 22° 9′ and 22° 1′ N., long. 114° 5′ and 114° 18′ E., ceded in 1841; about half a mile from Kowloon peninsula, on the mainland, which was ceded in 1861. Fine mountain scenery.

Population, 160,400; of whom 85,000 are Chinese, and a mixed Portuguese race from Macao, called Macâenses. The richest merchants are Chinese. Area, 58 square miles; part of which are in Kowloon peninsula and Stone Cutter's Island.

Principal port, **Victoria**, founded in 1842, on the south side opposite the mainland. Submarine cable opened 1871.

GOVERNMENT OFFICIALS.—*Governor*, His Excy. Sir G. F. Bowen, G.C.M.G. *Lieut.-Governor and Commanding Land Forces*, Major-General Sargent. *Commanding Naval Forces*, Vice-Admiral Sir W. Dowell, K.C.B. *Colonial Secretary*, Hon. W. Marsh. *Police Magistrate*, H. Wodehouse, Esq. *Bishop of Victoria*, Right Rev. Dr. Burdon. *Chief Justice*, Hon. Sir G. Phillippo.

HOTELS.—Hong Kong Hotel; Univers; German; London; National. Tariff—16s. to 24s. per diem, exclusive of all drinkables.

CONVEYANCES.—Palanquins, &c., about the same rates as at Bombay. The usual conveyance is a Sedan Chair, 10 cents (6d.) half-an-hour. Steamers every morning to Canton and Macao.

HARBOUR MASTER.—H. Thomsett, Esq., R.N.

POSTMASTER.—A. Lister, Esq.

STEAMERS. — Peninsular and Oriental Company's Outward-bound Steamers (Mr. Woodin, agent) arrive here about every other Friday or Sunday, according to the monsoon; and sail Homeward-bound about every other Tuesday or Wednesday, three days after the arrival of the mail from Shanghai. A transfer to or from the branch steamer to Yokohama is made each way. Three of the company's steamers are employed in the service between Hong Kong and Japan. Boats leave for Shanghai and Yokohama every other week. The French Messageries steamers (Agent, Mons. De Champeaux) leave for Europe every other Monday or Thursday, a week later than P. and O. steamers. Austrian Lloyd, Occidental, Glen, Shire, and other steamers call here.

BOATS.—10 cents (6d.) the half-hour. Sedan chairs are the only land conveyance.

OBJECTS OF NOTICE.—Victoria Peak, 1,825 feet high; Government House (on the hill); Supreme Court; St. John's Cathedral; Roman Catholic Cathedral; Public Offices; City Hall and Museum (the best building here); Esplanade; Barracks; Post-office or Police Office (when the magistrates sit); Bishop's House; St. Paul's College; St. Joseph's Roman Catholic College; Basle Mission; Normal School; Pawnshops; Native Theatres. The *Taipingshang* quarter; East Point; Hollywood Road; Happy Valley (the Racecourse); Chinese School; the pretty village near the Racecourse; the Ly-ee-Moon Passage (at the entrance of Hong Kong); Granite Rocks, near the sea; Waterfalls, &c. Navy Yard and Naval Hospital; Gas and Water Works; the Cemetery, in the Happy Valley, where stands a granite memorial, 30 feet high, to the officers, &c., of the 59th Regiment, who died of fever in 1849. In the well-arranged Public Gardens stands a handsome new Fountain, of concrete stone, modelled by T. Blaskill, from the arum and reed mace plants. Two new Docks, on the south side of the island, 400 feet long and 90 feet wide, have been cut out of the granite, for the Hong Kong and Whampoa Dock Company. The China Merchants and other Steamer Companies run from here. Wild boar in the scrub.

RACECOURSE.—Meetings in February.

COLONIAL CHAPLAIN.—Rev. W. Jennings. The Rev. J. Henderson is chaplain to a Seamen's Church, opened 1872.

COLONIAL SURGEON.—P. B. Ayres, Esq.

UNITED STATES CONSUL.—J. Mosby, Esq.

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CLUBS.—The Hong Kong, at which travellers can reside, if elected by the members. German Club, built 1872, in the Gothic style; and others.

PHOTOGRAPHER.—Afong. The climate considerably affects the chemicals used in this art.

ARTIST.—Shin Yuen.

AMUSEMENTS.—Bowling Alley; Cricket Ground; boating, &c.

NEWSPAPERS.—*The China Mail; Daily Press; Friend of China; Hong Kong Telegraph.* Four in the Chinese language.

DIRECTORY.—*Chronicle and Directory of China and Japan*, a valuable book of reference.

BANKERS.—Agra; Oriental Bank Corporation; Chartered Mercantile Bank; Chartered Bank of India, Australia, and China; Hong Kong and Shanghai Banking Corporation; National Bank of India; Oriental.

COINS.—Mexican dollars, worth 3s. 8d. to 3s. 9d., or 4s. nominal. The only coin made in China is the copper Chen, called Cash by foreigners, which is used in small payments. It is round, marked on both sides, with raised edges, and has a square hole in the middle. A Tael of fine silver is worth 1,800 Cash, and is valued at 6s. 8d. nominal. Silver Ingots are used as money, and weigh half a Tael to 100 Taels (best). The copper Cent.=$\frac{1}{3}$d. Gold is sold as merchandise in Ingots, called "Shoes of Gold," of 10 Taels each.

WEIGHTS.—The Gold and Silver weights are:—

10 chen or cash = 1 fan or candareen.
10 candareen = 1 che-en or mace.
10 mace = 1 leung or tael.
16 taels = 1 kan or catty.
100 kan = 1 tâm or picul.
120 kan = 1 shek or stone.

100 taels make 120oz. 10dwt. troy.
100 Haikoun taels=111·4 Shanghai taels.
1 tael makes 579·8 English grains.

The merchandise weights are:—

1 tael = 1⅓oz
16 do. = catty = 1⅓lb.
100 catties = 1 picul = 133⅓lbs. avoirdupois, or 162lbs. 0oz. 8dwt. 13gr. troy.

The Chinese call the catty, gui; the candareen, fan; the cash, lis, or lees.

LONG MEASURE:—

	Eng. Inches.
10 punts make 1 cobre	= 14·63
1 foot mathematical tribunal	= 13·13
1 do. builders', called congpee	= 12·7
1 do. tailors' and tradesmen's	= 13·83
1 do. engineers'	= 12·65

1 Li is equal to 1,897½ feet English, or about one-third of a mile; 192½ li equal to 1 degree.

CLIMATE.—Thermometer ranges between an average of 40° and 93°. Cool weather lasts five months. It is unhealthy in the rains. July and August are the hottest months. The changes of temperature are trying to Europeans.

HOSPITALS.—Jardine and Matheson's house, on a peak over the harbour, facing Kellett's Island, is now a Government hospital; Tung Wa is a Chinese Hospital.

SANATORIUM.—Manila, four days' voyage, per steamers. It should be visited from the middle of June to the beginning of August.

EUROPEAN MODE OF LIFE IN CHINA.—

Bath and coffee or tea at	6 a.m.
Ride or drive until	8 ,,
Business hours	10 a.m. to 4 p.m.
Tiffin (or luncheon) at	1 ,,
Drive out from	5 to 7 ,,

The dessert generally consists of cheese, with pine-apples, mangoes, and lytchi, which is considered by the Chinese as the finest fruit in the universe.

DRINKABLES.—As in England. Tea is always served up on a tray in the evening, after dinner, as *café noir* is done in France.

THE COST OF RESIDENCE IN CHINA is rather expensive; the maintenance of a moderate establishment is about 4,000 dollars, or £800 per annum, including palanquin; but it may be done for £200, with care. In the hot season people live out in bungalows, at the Peak.

THE LIVING OF THE CHINESE COOLIE costs very little, and does not exceed 2½ dollars a month. Rice is bought by the picul (133lbs. avoir.), and costs 1¾ to 2½ dollars (7s. to 10s.)

The English spoken by the people is a curious broken dialect, called pigeon (or pidgin) English—harder to learn than good English. "Pidgin" is

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also the word used for business. They cannot sound "r;" they say "slimp cully" for shrimp curry.

Hong Kong, or **Victoria,** the name of the town, 40 miles from Macao, at the mouth of Canton river, is a free port, of only a few years settlement; but (says Sir Rutherford Alcock) prospering in a most remarkable way. It is the centre for all the Eastern mails. From hence the coasting trade is carried on with the whole seaboard of China. Its magnificent *Bay* is landlocked by a circle of hills 1,200 to 1,800 feet high. Ships of war, merchant craft from every country—England, Europe, America, India, Australia, New Zealand, &c., trading junks of every shape and colour, all come here and crowd the anchorage. Annual tonnage, in and out, 4½ millions. Every day more houses and streets are made, and more hills and rocks are cut to make room for them; a large Chinese town is extending along the west shore, and up over the hill sides along the face of the ravines, as if it aimed even at crowning Victoria Peak itself. This Peak, though so striking an object from the sea, unfortunately shuts out the south-west breeze and the cool air during six months of the hot season. At such times fever occurs, as the hot sun strikes down on the barren granite boulders and thin scrub which constitute the surface of the ground. This drawback might have been obviated, it is said, had due forethought been exercised in fixing the position of Victoria, on the proper side of the island, in the first instance; the port being the chief recommendation as it now stands. All that can be done now is to alleviate the inconvenience as much as possible. It is also badly drained.

Victoria, with its granite-built verandah houses, is two miles in extent. There are many English, American, and German houses of business. Most of the Chinese pursue their various callings in the open streets. Passing along Queen's Road, the principal one, the visitor is struck with the number of Chinese shops on either hand; filled with the most curious articles of the East—China crapes, porcelain vases, camphor-wood boxes (good against moths), lacquered furniture of all descriptions, bath-room slippers of grass, horn riding sticks; and also with the large amount of foreign goods for sale in China Town. Coin is in use, but ready money is not common; business being mostly done by chits (cards or tickets), payable monthly by the Hongs Comprador (steward). Everything is arranged in excellent order and in good taste. The shopmen are well dressed and extremely polite; one sits at a desk with a camel-hair brush in hand (they do not use pens), and puts down in the Chinese character every article sold; others are employed in displaying the goods to the gaze of the stranger, which they do so cleverly as often to decide the hesitating purchaser. At short intervals near the shop doors may be seen a Chinese money-changer, seated at a small counter covered with rolls of the current coin of the country.

COMESTIBLES.—Siam oranges, the size of a large *bullet*, groper fish, Chinese gooseberry, shark-fin soup, peas, persiman (similar to an egg plum), meats, minced with onions and herbs, poultry, cut in pieces, and sold in that manner; preserved pumpkins, forcemeat balls, paste bags of chopped pork fat, sharks' fins, stewed goose, tendons of deer, birds' nest soup, turtle, hams (good), fowls, quails, pigeon faggots, fish sounds, pork puddings, rose leaf soup, flavoured with garlic; soy, shrimps, curry, eels, roast goose, with port wine and cayenne; frogs, boiled fish and prawns, all sold by steelyard weight. *No abatement* of price, but a present, "*cum-shaw*," given.

Hong Kong to Shanghai, 870 miles; to Yokohama (Japan), 1,600 miles.

EXCURSION TO **Macao,** a Portuguese settlement, 40 miles south, across the river's mouth. Steamers, daily, in three hours. *Hingkees Hotel*, on Praya Grande. This decaying old place offers a strange contrast to the bustle and energy displayed around it. It stands on a peninsula of Heong-shan island. Here are the Governor's House, on the Praya Grande; Senate House, barracks, gardens, and nearly twenty gambling-houses (known by coloured lamps), licensed for 170,000 dollars a year, to which the English and others come; a good Cathedral; Convent; Theatre; and College. Camoens was here in banishment about 1560; his garden is shown. Lighthouse, Pagoda, and Bar Fort. *English Consul*—H. Murray, Esq.

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To Canton (by steamer in seven hours).—The traveller can proceed from Hong Kong in a Junk, and although the society will not be select, still he will find much to interest and amuse him. The Chinese on board generally play at dominoes, smoke, chat, play on an instrument of three strings, called a mandolin, the melody of which is anything but pleasant, and drink tea out of little saucers without any sugar. The Chinese women amuse themselves by smoking out of pipes with very small bowls. It is customary in China to use little stools of bamboo or pasteboard as pillows; they are rounded at the top, about 8 inches high, and 1 to 3 feet long, and are not by any means so uncomfortable as might at first be imagined.

The Canton River is about 8 miles broad at a short distance from where it enters into the sea. The country is beautiful and animated. Near Honam (Whampoa) the stream divides into several branches, and that on which the traveller sails up to Canton is called the Pearl Stream. Here a Pagoda, 200ft. high, is first sighted, picturesquely situated, and entwined with verdant foliage. Cooper's fine docks should be inspected. On account of the shallowness of the Pearl Stream, all vessels deeply laden are obliged to anchor at **Whampoa** (a deserted place, 15 miles from Canton—*English Vice-Consul*, Dr. Hance; *Commissioner of Customs*, C. Woodruff, Esq.) For miles below Canton the villages are thickly scattered about, but are chiefly composed of miserable huts, built on piles driven into the bed of the river.

CANTON

(On the Pe Kiang, or "Pearl River").

Population, about 1,600,000, including a boat population of about a quarter of a million.

It is 9 miles round, in lat. 23° 7′ N., long. 113° 14′ E., on the eastern bank of the river. The native streets are narrow, dirty alleys paved with granite blocks, and full of good shops, with a prosperous look about them.

Hotel.—Canton; International; Rosario's, at Honam.

Bankers.—Oriental Bank.

British Consul.—A. Hewlett, Esq., at the Consulate, near Emperor Wu-Ti's five-storey Pagoda, commonly called Flowery Pagoda, 170 feet high. *Chaplain* at Christ Church.

United States' Consul.—C. Seymour, Esq.

Conveyances.—Sedans used for sight-seeing.

Junks to all parts of China and the Straits.

Boat Hire.—½ dollar (or 2s.) per day.

Objects of Notice. — The Walls, Gates, Barracks, Governor's House, Flower Boats, Junks, Dwelling Boats. Exchange and Tea Factories (Hongs), on Respondentia Walk; Church. Quays and Warehouses in the Foreign Settlement, called *Shamien*, an island ½ mile long by ¼ mile broad, with good houses and gardens, joined by a bridge to the city. Lace, Silk, and Cotton Factories; Painters, Carvers (in Ivory, Wood, and Tortoiseshell), and Rice Paper Workshops; Workshops for Jade-stone rings, bracelets, vases; for Ivory-turning, Lacker-ware, Horn Lanterns, time-sticks, water-clocks, gold-beating, gold and silver enamel, and sandal wood. Flour Mills; Custom House; Tea and Opium Saloons; The Temple of Honam, supposed to be the finest in China, with its gardens, in the kitchen department of which there is a Columbarium like one at Pompeii, with the calcined bones of priests. Dwelling of the Holy Pigs (very large and blind), Ducks, and Fowls. Bronze Mausoleum. Temple of the Five Hundred Wise Men (or gods)—one being a statue of Marco Polo, others say of St. Francis Xavier. Commissioner Yeh's Temple; Temples of Five Genii, of Wisdom, of Longevity, where a great Bell was cast, 1368; Mahometan Tower (tree at top). Pawnbrokers' Towers, or Pagodas, of brick. The City of the Dead, or Cemetery, on White Cloud Hill, a place walled round, and full of coffins of mandarins, &c., waiting for a lucky day to be transported elsewhere. Examination Hall for Government employ. In the neighbourhood are two villages, called the Old Men's and Old Women's Villages; Temple of Tchu Shing, a physician; Buddhist Monastery and Nunnery; Water Clock, 800 years old; Mandarin Palace and Gardens; Ship Yard at the Mandarin Puntequas; Tea Factories at Foush-an; Bogue Fort and Dutch Folly in the river.

Harbour Master.—J. Günther.

P. and O. Co.'s. Agents.—Messrs. Deacon & Co.

The massive Walls, which are as high above the city as those of Chester, have a wide promenade on the summit behind the embrasures. They are shut

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by gates at night. Five Joss Houses, built by Yeh (Yep-choou-ming), command a superb view of the town, not unlike that from Fourvières at Lyons. The fine Chinese Bell in the Crystal Palace was originally here, but was sent home by General Van Straubenzee in Her Majesty's Ship, Sans-pareil. Notice, also, the five-storied Pagoda, in front of which stand two red sandstone lions. The gigantic Joss House, reached by granite steps, with a beautiful avenue of trees on each side, and an exquisitely but elaborately coated porcelain gate, inlaid with figures of animals; and the Yamun, "*Palace*." The streets, 6 to 12 feet wide, are densely thronged with artizans of all trades. Medical, American, and French Missions here.

The scene on the crowded river is exceedingly animating and amusing. There may be seen numerous sampans made of three planks; junks of immense size (from 500 to 1,600 tons burthen), most curiously shaped, having poops that hang over the water, ornamented with large windows, extensive galleries, and covered in with roofs, like houses; also the long, flat, broad, China Man-of-War, mounting twenty or forty guns, having two immense painted eyes let into their prows, to enable them to find their way across the dominions of Neptune, as the Chinese affirm.

Flower Boats or public stews are also there, with their galleries decorated with flowers, twined into grotesque devices. Each of these floating nurseries contains a large apartment and several cabinets, which are reached by passing through doors and windows, which have rather a Gothic appearance. The walls are hung with mirrors and silk drapery, and, suspended from the centre of the vessels, are glass chandeliers and coloured paper lanterns, beautiful little bouquets of fragrant flowers being hung in little ornamental baskets between them, which gives each boat the appearance of being the abode of some sylph-like fairy. These boats are stationary, and are used by the Chinese as places of amusement, both by day and night, plays, ballets, and conjuring tricks being performed on board of them; but no females, except those of a *questionable class*, ever frequent them.

The domestic economy of the English household in China very closely resembles that which would be adopted in the Presidencies of India. The rent of six rooms, with a kitchen, costs about 700 to 800 dollars, or £140 to £160 per annum. The same staff of domestics is required as in India. Chinese women will not attend on European ladies, and the whole of the establishment is under the management of a Comprador, or steward, whose duties are to take charge of the plate, linen, furniture, engage all the servants, provide their board, answer for their good conduct, make the purchases required, and settle all bills; in many cases he also acts as cashier to his employers. They are generally trustworthy.

As the Chinese are great adepts at counterfeit coining, the method which these compradors adopt in examining and testing every separate coin, with great accuracy and quickness, is well worthy of notice. A whole handful of dollars is taken up at once and tossed up separately with the finger and thumb, which enables them to discover whether each rings correctly, and when the coin falls again into the hands reversed, at a glance they can examine the opposite side. Thus in a very short space of time thousands and thousands of dollars are examined. After this process each piece is stamped with the private mark of their employers, which guarantees their genuineness.

The Chinese play at Shuttlecock cleverly with the soles of their shoes; they are fond of "cricket" fighting, quail fighting, kite-flying, especially on the 8th day of the 9th month. The manner in which they eat is amusing. With two small sticks, they manage skilfully to convey their food to their mouths; if it is rice, they hold the plate close to their mouth, and push it in with the sticks. For liquids they use small round porcelain spoons.

The costume of both male and female among the lower order consists of wide trousers and large garments. The upper garments of the men reach a little below the knee, and those of the women rather lower; both are generally made of blue calico. In the cold season the summer garments are worn over each other, and held together by a girdle; in the hot season they are not confined together, but hang loosely about the body.

The heads of the men are shaven, with the exception of the crown, the hair of which is allowed to grow, and is then plaited into a queue; when the men are employed at work, it is twisted round the neck, but when the owner enters a room it is

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let down again, as it would be contrary to the laws of etiquette and politeness for a person to appear with his queue twisted.

Females comb their hair entirely back off their forehead, and fasten it in most artistic plaits about the head, in doing which a great deal of time is spent, but when their hair is once dressed it is seldom touched for a whole week. It is very common to see both men and women going about with no covering at all on the head. Sometimes they wear bamboo hats not less than 3 feet in diameter, which are exceedingly durable, and keep off both sun and rain. Sewed stockings and shoes are worn, made of black silk, the soles of which are more than an inch thick, and made of layers of strong pasteboard or felt, pasted together. The lower class of people generally go barefooted. Thin grey moustaches are only worn by those who have been so fortunate as to become *grandfathers*, an honour of which they are exceedingly proud. Young men not only grow no beard, but wear no moustache.

The people are of middle stature; the complexion of the peasants and labourers is rather sun-burnt, that of the rich people and ladies white. Their faces are flat, broad, and ugly, their mouths large, their fingers long and thin; the nails of the aristocrats are allowed to grow very long (about 1½ inch). The rich ladies are stout, and their feet, which are very small, are generally swathed in white linen or silk, bound round with silk bandages. The manner in which they deform their feet is thus: four of the toes are bent under the sole of the foot, to which they are firmly pressed, and to which they grow together; the great toe is left in its natural state. The fore part of the foot is compressed with strong bandages, so that it shoots upwards, and appears like a large lump at the instep, where it forms, as it were, part of the leg. The lower portion of the foot is scarcely more than 4 inches long and 1½ inch broad. The value of a bride is reckoned by the smallness of her foot. The women (like some at home) swell their heads with borrowed hair.

Some of the Celestial characters are well worthy the study of travellers. Such are the quack dentists, who operate upon all afflicted with the toothache, and most dexterously (by sleight of hand) extract with a small pin the small worm, which the fair, but deceitful, operator declares is snugly nestled in the aching tooth. The physician is quite a character, but he is nevertheless clever, and has a habit of bargaining to kill or cure, as he stipulates to receive a certain fee if a cure is effected. The Buddhist priest is a crafty person, who chants services, abstains from animal food, shaves his crown, wears loose robes, leaves a string of holy beads or a manual of prayers at the dwellings of both rich and poor, practices self-torture and even mutilation, without confessing that the pain had been excruciating, for he numbs the parts he intends to disfigure. For other curious characters see "Pictures of the Chinese, drawn by themselves," by the facetious Archdeacon Cobbold; which, together with Dolittle's "Social Life of the Chinese," and the letters of the late Mr. Wingrove Cooke (the *Times*' correspondent), contains much that the traveller may require to learn of China.

At **Fatshan**, near Canton, a place noted for Chinese cutlery and hardware (population, 200,000), Commodore Keppel destroyed the war-junks in 1857. The fine scenery above Canton deserves a visit.

From Hong Kong, Lapraik's and other steamers start for the coast ports of China; the first reached being **Swatow**, a treaty port, where many fan-painters live. Population, 30,000. Bank; Seamen's Hospital. *P. & O. Co.'s Agents*—Bradley & Co. It is on the river Han, near "Cape of Good Hope" and Pagoda Hill, facing Formosa. Imports and exports amount to 3½ millions a year. *Commissioner of Customs.*—C. Jameson, Esq. *British Consul.*—W. Gregory, Esq. Thence, to the

ISLAND OF AMOY—*Telegraph Station*, Distant 300 miles from Hong Kong; in lat. 24° 40′ N., long. 118° 11′ E.; on the south-eastern coast of China. Taken by the English, 1841, and now a Treaty Port. It stands in a circle of hills and islands.

Population, about 88,000. Circumference, 35 miles, with a granite soil. Imports and Exports about 4 millions sterling. *Commissioner of Customs*, J. McBrown, Esq.

British Consul.—R. Forrest, Esq.

United States Consul.—W. Goldsborough, Esq.

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P. AND O. COMPANY'S AGENTS.—Messrs. Tait and Co. Dock; and Lighthouse office.

BANKERS.—Hong Kong Banking Corporation.

HOTELS.—The Stralsund. Tariff—4 to 5 dollars per diem, exclusive of drinkables.

BOAT HIRE.—½ dollar (or 2s.) per day.

OBJECTS OF NOTICE.— Fortifications; the Governor's Residence; Warehouses; Foundling Hospital; the Lace, Artificial Flower, Porcelain and Silk Factories, Bazaars, Painters' and Turners' Workshops; Tea Factory and Pagodas. Masonic Hall at Kulangsu.

The Strait of Fokien divides the mainland from **Formosa**, a picturesque island, 250 miles long, with a population of 3 millions. At **Taiwan**, (population, 225,000), where the foreign merchants live, is a *British Consul* (G. Phillips, Esq.), with an English hospital, an old Dutch Fort, and a Presbyterian Mission. Some fine scenery at Lakoli' 50 miles north-east. Europeans also reside at Tamsui and Keelung, in the north of Formosa. At **Keelung** (population, 90,000), are coal mines worked by Europeans, with foreign machinery and appliances. *English Consul*, T. Watters, Esq.; *Commissioner of Customs*, H. Fisher, Esq. The *Loo-Choo Islands* stretch between Formosa and Japan.

From Amoy, the next Treaty Port reached is **Foochow**, or Foochowfoo, the capital of Fokien province, a fine spot on the beautiful river Min, about 30 miles from its mouth; past the anchorage at *Pagoda Island*, 9 miles below (*British Consul* there, P. Warren, Esq.; *Harbour-Master*, C. Palmer, Esq.) Foochow is a large tea mart, and has a Chinese arsenal and dockyard, worked in the European style; warehouses and silk shops; old Consulate, in Wushihshan quarter; a club and two hospitals. An old stone bridge crosses the river. Oyster culture. Several English and other missions.

Population, about 630,000.

ENGLISH CONSUL.—C. Sinclair, Esq.

COMMISSIONER OF CUSTOMS.—H. Edgar, Esq.

BANKERS.—Hong Kong and Shanghai Bank; Chartered Bank of India; Oriental Bank Corporation.

HOTELS.—Foochow Hotel. Tariff—3 dollars per diem, exclusive of drinkables.

Ride out to Little Wood. Up the river are the Paeling tea plantations, and Yuan-fu Monastery, on a hill 2,500 feet high, among good scenery.

Chusang Islands are at the south corner of Hangchow Bay, are the decaying city and treaty port of **Ningpo**, which was occupied by the Taepings, 1861. Population, 260,000. *English Consul*, W. Cooper, Esq.; *Commissioner of Customs*, F. Kleinwachter, Esq.; *Missionary Bishop for North China*, Right Rev. Dr. Russell. It has a *Hotel*. Trade in opium and raw silk.

SHANGHAI—*Telegraph Station.*

Population, about 400,000, of whom 2,000 are foreign residents.

POSITION.—About 13 miles from the mouth of the Woosung River, and 70 miles from that of the great River Yang-tze-Kiang, in lat. 31° 22′ N., long. 120° 40′ E.; 520 miles from Amoy, 800 miles from Hong Kong, on a fine Bay, within moated walls, 20 feet high, on the edge of the great plain of Kaing See. Gordon's "Ever Victorious Army" was raised here. It is the seat of the Works Office for all the Treaty Ports; and has gas and water works, and docks; and a monument to Margary (1880), near the Gardens.

JUDGE OF SUPREME COURT.—Hon. R. Rennie; Assistant Judge, R. Mowat, Esq.

BRITISH CONSUL.—P. J. Hughes, Esq.

COMMISSIONER OF CUSTOMS.—J. H. Hart, Esq.

HARBOUR MASTER.—A. Bisbee, Esq.

POST-OFFICE.—F. Machado, Esq., Postmaster.

HOTELS.—Astor House; Central Hotel, good. Tariff—3 to 5 dollars per diem, exclusive of drinkables.

CLUBS.—Shanghai; German; Country; and others.

BANKERS.—Chartered Mercantile Bank of India; Oriental Bank Corporation; Comptoir d'Escompte de Paris; Hong Kong and Shanghai Banking Corporation; Agra Bank; Chartered Bank of India; National Bank of India.

CONVEYANCES.—The usual conveyance is a pony gig, or small low Brougham, without a seat for driver, as gentlemen drive from the inside. Palanquins and Wheelbarrows are in use.

BOATS.—Half a dollar per day.

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NEWSPAPERS.—*North China Herald; Shanghai Evening Courier; Celestial Empire. Bradshaw's Guide* Depôt. One Chinese paper—*Shun Pau.*

OBJECTS OF NOTICE.—Governor's House; Tea Factories; Masonic Lodge and Hall; English Cemetery, and the Pillar to the Officers who fell in the Taeping War; also the Public Tea Gardens in the city; the Public Recreation Gardens; Cricket Ground; the Bubbling Well, 5 feet across, on the Drive, past the Racecourse. *Trinity Cathedral*, a handsome pile, designed by Sir G. Scott, for £30,000, raised entirely among the community. *Bishop of North China*—Right Rev. Dr. Moule, at Hangchow. A Roman Catholic Cathedral and Church; St. John's American College and Hospital; Mohammedan Mosque.

STEAMERS to all parts of China and the Straits. The P. and O. Company's Steamers (Agent, Mr. C. Lund) arrive here Outward-bound about every other Friday or Tuesday. Homeward-bound steamers leave every Sunday or Thursday. Those of the French Messageries (Agent, Mons. A. Chapsal) arrive here every Monday or Thursday, about a week later than the P. and O. boats; and leave for home in the same order. For other steamers, see *Bradshaw's Guides*. Steamers to Amoy, Foochow, Tien-Tsin, Chefoo, and Ningpo, and other Chinese ports; to Japan—Nagasaki, Hiogo, Mialo, and Yokohama; to San Francisco *viâ* Yokohama; up the River Yang-tze-Kiang to Hankow, calling at Chinkiang, Kinkian, &c. Steamers occasionally run to the new port of **Ichang** (*English Consul*, E. Allen, Esq.), near the Yang-tse. Trade in opium and tung oil. Coal and iron found.

Shanghai, the largest of the Treaty Ports, and by much the most important settlement in China, was opened 1846, when there was scarcely a house to be seen among the corn, rice, and cotton fields. This space is now covered with a foreign town, one mile square, with a large and increasing Chinese population. Commanding the great River Yang-tze-Kiang, upon a tributary of which, the Hwang-po, it stands, it is the principal shipping port of the silk and tea districts. Its trade in these and opium, cotton, sugar, now equals *thirty* to *forty millions* sterling value, of imports and exports, the growth of twenty years. Black leaf tea and Moyune green tea are shipped here.

There are English, American, and French settlements here, of which the English is the central and most extensive. It is lighted, drained, and kept in order by the foreign municipal council. The French settlement is chiefly occupied by Chinese. There are many Germans here also. It has a good appearance from the river. The broad road, 3 miles long, running along the bank, is called the Bund, and is lined by very fine buildings belonging to banking and other companies. There is a small well-kept public garden on the Bund. About a mile out of town is a good racecourse, with a cricket ground in the centre. Beyond this, on the road to the Bubbling Well and Joss House, are many fine villa residences of the merchants. The country around consists of flat rice fields. On the opposite side of the river is **Pootung**, with a seamen's church, several foundries, &c. Good shooting to be had in the winter season, including deer, wild boar, pheasants, snipe, teal, hare, duck. Here is also a Chinese Arsenal, worked by foreigners, from which several gunboats have been launched; with powder factories.

Hankow, a treaty port, on the Yang-tze-Kiang river, about 600 miles from its mouth, some distance above **Nankin** (population 200,000) and its Chinese arsenal and pagodas. It is a considerable European settlement, and has a large tea trade being near the centre of the district. The European houses border the fine stone-faced "Bund." Club; five banks. *English Consul*, C. Alabaster, Esq.; *Commissioner of Customs*, R. Bredon, Esq. Population 600,000.

Two other large Chinese cities lie opposite Hankow, viz., **Woochang**, on the opposite bank of the river, and **Hauyang**, separated from Hankow by the River Hau, a branch of the Yangtze.

Steamers run frequently up and down the river (two or three a week each way), calling at various ports *en route*. The water is thick and yellow. At Chung King, 1,250 feet from its mouth, it is 800 yards wide. The upper part or Chin-Sha-Kiung (Golden Sand) was traversed by Capt. Gill, 1877.

There are also European settlements at **Kiu-Kiang** (population 48,000—*Consul*, G. Jamieson, Esq.), on the River Yangtze; **Chinkiang** (population 130,000—*Consul*, H. Bristow, Esq.); and at **Wuhu** (population 40,000), with a resident Consul.

ROUTE TO PEKIN.

Leave Shanghai, per steamer, and proceed to Tien-tsin, calling at **Chefoo,** in the beautiful *Bay of Yen Tai*, on the north side of Shantung peninsula, which, when approached from the sea, appears to be surrounded by high and precipitous rocks. It is 9 miles long and 16 wide, 5 fathoms deep, land-locked at every quarter, is entirely free from shoals, and has excellent anchorage. **Chefow,** or **Chefoo,** its best port, can be entered at all times, there being abundance of water. Population, 35,000. It is a healthy bathing place for Shanghai and Pekin, &c., with a good market amply supplied with eggs, fruit, goats, pigs, poultry, and vegetables.

HOTELS.—Chefoo; Sea View; Beach; Glenvue; &c.

BRITISH CONSUL.—H. Brenan, Esq.

Yeutai is the foreign town, on the opposite side to the village of Chefoo.

BRITISH CONSUL.—H. McClatchie, Esq.

UNITED STATES CONSULAR-AGENT.—A. R. Platt, Esq.

COMMISSIONER OF CUSTOMS.—G. Hughes, Esq.

AGENTS TO P. & O. COMPANY.—Messrs. Fergusson & Co.

Here are English, American, and other missions.

BISHOP OF NORTH CHINA. — Right Rev. C. P. Scott.

THE HARBOUR, which is 3½ miles wide, running E.S.E., 6 miles long, and 6 fathoms deep, with a muddy and shingly bottom, affords good anchorage. There is a lighthouse. In 1860, the French squadron, consisting of thirty-nine vessels, made it their rendezvous. It can be used when the Peiho is frozen up.

BUILDINGS, &c.—The Town Hall, which stands round two hollow squares, about 30 to 40 yards in extent, is constructed of brick. The point of view is the Height, which commands a fine view, thirty miles in extent, having an extensive plain in front, the sea on one side, and a noble hilly range on the other. The general appearance of the country is not unlike the finest parts of Devonshire and Gloucestershire, and many pretty green lanes are scattered about in various directions.

COMMERCE.—Junks arrive here from the South laden with Manchester goods, and in time of peace a most extensive and lucrative bartering trade is carried on. Trade in beans and bean-cake.

The Roads are narrow, but footpaths lead to and from the villages in the vicinity.

At 70 miles from Tien-tsin were the **Forts of Taku,** at the entrance of the Peiho, captured in the action of 21st August, 1860, by the Allied fleets, under Admiral Hope, after a defeat sustained by him, 25th July, 1858, when, being ignorant of their strength, he lost three vessels and 464 men killed and wounded.

The North Fort stood close to the Peiho river, on a low peninsula about 3 miles wide, and formed the apex of a triangle of mud (flooded at high tides),of which Pehtang and Sinho form the base. The Large Fort stood on the river's bank, at the head of a reach, half a mile below; and 1 mile from the mouth stood the Lower North Fort, which was formed of two high cavaliers, well mounted with guns, joined by a curtain in front, the rear being protected by a crenelated wall, about 20 feet high, also well defended with guns. The gate was shut, and built-up of the same materials as the fort itself, viz., mud and chopped straw well rammed together. Two ditches communicated with the river, and surrounded these forts. The Upper South Fort had no cavalier, but it was well mounted with guns. The whole of these were still further strengthened by five or six batteries of heavy guns, placed on the south bank of the river at Takú; all the houses were loop-holed, and had guns mounted on the roofs.

The village is a small one, in a very flat country. Chinese naval yard, and Telegraph to Tien-tsin; *Assistant Tide Surveyor* — W. Stevenson, Esq. The river and gulf are frozen up November to March. The river from Taku to Tien-tsin is very tortuous, and offers nothing particularly interesting, especially the first portion past the dirty-looking mud town of Taku. It is all one vast plain. The traveller should observe the large vats for the manufacture of salt. The water is collected in these and allowed to evaporate, which it soon does under the hot sun. The salt is then taken, piled in stacks, and covered with matting and mud to keep the rain off. H'sien-cheung, or New City, should be looked out for. This was only

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completed in 1877. Large forts and walls were first made, then a great number of troops were put in quarters; and by the next move the Southern Junk trade was diverted from Ko-ku hither, which has converted it into a large commercial place, and suburbs are springing up all round the walls. This is the work of Li-hung-chang, and by it he will immortalise his name, the founder of a city in China being considered in high esteem.

TIEN-TSIN.

POPULATION, 400,000.

POSITION.—It is a dirty place on a flat muddy site, on the Grand Canal (of which it is the terminus), on the south bank of the Peiho, 70 miles by water from the Taku Forts, and 680 from Pekin. The Canal skirts it, and enters the Peiho outside the walls, and by it all the produce, as well as the taxes, were formally brought, until the irruption of the Yellow River broke it up; but they nevertheless reach this place by means of junks across the sea, and then up the Peiho. The Gulf of Pechell is narrow, the Peiho river difficult of navigation, the bar at its mouth inconvenient, and yet vessels drawing 11 feet of water can anchor off the town. Tien-tsin is one of the most important cities in China, and the key of the Capital. Here, in January, 1870, the massacre of the French Consul, nuns, &c., took place on religious grounds, for which reparation has since been made. The Cathedral had a good site at the junction of the Canal and the Peiho. The Chinese Forts and Arsenal here have been strengthened and armed on a seemingly elaborate scale, in the European style, and contain a powder factory. It is the head-quarters of the Pei-Ying Squadron.

BRITISH CONSUL.—B. Brenan, Esq.

UNITED STATES CONSUL.—J. Zuck, Esq.

COMMISSIONER OF CUSTOMS.—H. Hobson, Esq.

The French Consulate is the handsomest building. Here are Hotels, a Club, and a Roman Catholic Cathedral. Notice the Treaty Temple, where Lord Elgin signed the Treaty of 1860, at the conclusion of the last war with China. English and other Missions. Fox-hunting and coursing.

APPEARANCE OF THE TOWN.—It is walled, and of considerable extent; with a north suburb larger than the town itself, where are situated all the principal shops and warehouses. The streets are dirty and unpaved, and lined with houses, some with glass windows, but built without plan or design, having in some of the inner-courts a garden. Many of the mansions—for such they literally are—have been so constructed that several families may occupy one, and yet feel as private as if they inhabited separate dwellings. The verandahs of some are well filled with flowers and exotics; but the place has a forbidding look.

The fashionable lounge is the street of "Everlasting Prosperity." Here the traveller will see outdoor life in the interior of China. The eel-pie and baked potatoe community ply their calling for the benefit of the Chinese workmen, who dine *al fresco* in summer, while others partake of meat pies, the vendor of which keeps his pâté hot by means of a small charcoal fire. The fishmonger plies his calling, crying *fish alive, oh!* in shallow, round, wooden bowls, just covered with a few inches of water. The cookshop fumes with the national dish, viz., a stew compounded of chopped pork, onions, sea weed, shrimps, and eggs. Of amusements the best is most undoubtedly the juggler.

TRADE.—English goods are found in the shops. Much business is done in camel's hair, peas for pea-oil, straw braid, and flowers and deer-horns for medicine. The Perfumer's contains every requisite for a lady's toilet, viz., pearl powder, rouge, hair-dyes, paints, perfumes, complexion lotions, and even Rowlands' Macassar oil. Entering it we find the *perruquier* engaged in shaving the head of a Chinese, combing and plaiting his tail (many of which are easily obtainable at a dollar the half-dozen), and extracting the wax from his ears.

The Crockerywareman offers a miscellaneous stock of common English bottles, earthenware plates, sold at double their original retail cost. The Match-seller disposes of his superior congreves (which in England cost ½d.) at 2½d. per box.

The Linendrapers' shops are generally well supplied with almost every kind of Manchester goods, but especially blue baft (used for trousers and tunics), linen, cotton, and calico fabrics, red and blue Russian cloth, double width, thick and coarse, selling at 25s. per yard. It is universally used in barter for tea and silk.

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The Pawnbroker's establishment is an immense place, full of every description of goods imaginable, from a pocket handkerchief to the anchor of a large sized junk. The mode of business is to lend for 2½ years, at 12 per cent. per annum. Better pawnshops are seen at Canton and Foochow.

The Tea shop is supplied with sundry large brass kettles, each having a spout ornamented with a brass butterfly with extended wings, and has countless votaries, who sip the refreshing beverages.

CONVEYANCES.—Chairs carried by four bearers is the usual mode of locomotion.

CURRENCY.—Mexican dollar; rated at 1,000 cash (4s.); as 250 cash equal 1s.

WEIGHTS AND MEASURES.—The catty, by which everything is sold, is equal to 1⅓lb. avoirdupois.

PROVISIONS.—Ice, vegetables, &c., are cheap. Forage cheap and plentiful. Excursions can be made into the country to any distance.

EXCURSION FROM TIEN-TSIN.

FROM TIEN-TSIN, VIA KEWFOWHYEN, TO TANGCHOW-FOO AND CHEFOO.

From the Journal of Capt. J. S. C. Harcourt, formerly 51*st Regt. L. I.*

Kewfowhyen, the most remarkable place in this excursion, is the burial-place of *Confucius*.

First of all it is, as a rule, necessary to get a permit or passport from the Chinese authorities at Pekin through the English embassy there, and also to provide yourself with cards, *i.e.* slips of pink paper with your name and rank written thereon in Chinese. The traveller would do well to have as little baggage as possible. He should hire two carts for the entire trip, and one or two strong Shangtung ponies for riding purposes.

If travelling in the winter, too much rough, warm clothing cannot be taken, also blankets, and a large, coarse sheepskin coat. A pair of easy-fitting long waterproof boots are most useful.

By way of provisions very little is necessary: say, a small keg of rum, a couple of hams, and a dozen or two tins of preserved soup. Those by Hogarth and Co., Cheapside, are the best.

It is to be borne in mind that these provisions are only carried in case of arriving at some village where one, as not unfrequently happens, has nothing but rice and pickled cabbage, *à la Chinoise*.

The money of the country, namely, copper cash, is too heavy to carry any amount of, and Mexican dollars are not disposable at their proper value in the interior, as the people do not understand them. The general plan is to have small ingots of pure silver, with a list of their weight and value. At most places there is sure to be a money-changer, who, if your piece of silver be of more value than is required to discharge your bill, will cut or chip off the amount required.

A few pounds' worth of fourpenny, sixpenny, and threepenny bits (the last coinage, if possible, as being bright and attractive looking) should be taken, as presents to the children of officials, or of those who have been more than usually civil. The people are fond of these, as they use them for buttons. A sketch book, patent memorandum book, plenty of pencils, a compass, a good watch, sheroots, and any number of copies of the *Illustrated London News* are useful.

On coming to an inn the people are generally very civil, but, out of sheer curiosity, crowd round most inconveniently. On the promise, however, that you will admit them all to an assembly, as soon as you get settled, they will, as a rule, retire.

When they do come to visit you, they are civil, anxious to oblige, and to be on good terms, and frequently bring presents without expecting any return; but the greatest nuisance is that, tired as you may be, these receptions last until four or five in the morning. It is customary to call on the Taoutai, or Prefect, and Head Commissioner of any large town you may be in. They will send by their servants presents of tea, hams, fruit, &c., in acknowledgment of which you take the chief servant aside, and give him silver, as near as possible to the value of the present received. It may be useful to carry a revolver and sword, but be careful not to show them, as in some places they might excite either cupidity or suspicion amongst the people, who otherwise can be very civil.

The first stage to

Teinghai is about 22 miles, over a flat country, in which the roads are very heavy during the wet season. There is nothing remarkable except the vast extent of burial ground, and the extreme flatness of the immense plain through which you are

passing. Once on a time the sea overflowed the land as far as Teinghai, which then received its name, signifying "pacifying the sea."

Lowkyatyen is the next place of rest (14 miles). A small village, with a good inn.

Tsieteechin, 17 miles. Roads tolerably good, passing through several small villages.

Potow, 14 miles. A small town, with tolerable accommodation.

Liensching, a place near the Grand Canal, of but small importance, 10 miles from last station.

Teychow, 18 miles. The remains of a once large, well fortified, and flourishing town, on the banks of the Grand Canal. Formerly all the grain and other tributes were brought to Pekin by this canal; but, since it has got out of repair, the grain tributes have been sent by sea. This, having diverted the large number of people constantly travelling backwards and forwards, has ruined many formerly prosperous towns. This place was harried by the Yellow River rebels some few years back, and rumour says that they murdered 20,000 men, women, and children.

Chink-y-a-wan (21 miles), good road. The country fertile, but perfectly flat, with scarcely any trees, and without stones or pebbles.

Eufang (18 miles), a small place, with bad inns. About 24 miles from this is a Jesuit Mission, under the superintendence of a hard-working intelligent priest—a Milanese by birth—who, besides converting the Chinese, teaches them various useful trades. The Jesuit Mission in China is far more powerful, and much better organised, than the missions of the Protestant faith.

Lincinfoo is 12 miles from Eufang, and is a walled town, with plenty of inns.

In most of these walled towns, the inns, or hotels, are in the suburbs, that is to say, outside the walls. The towns are generally built of an oblong shape, but sometimes square or round. They are encompassed by walls, varying in different districts from 25 to 45 feet in height, with embrasures for guns, and loop-holes for musketry. At each angle there is generally a round or square tower, to give flanking defence to the long straight wall, or curtain. This wall is further protected by one or more broad ditches, or palisades.

The walls have four gates, one in each wall, facing north, south, east, and west; and through these the two chief streets of the city debouch. On the outside of these gates are most of the shops and inns; and beyond and behind them are the market gardens which supply the city.

Wankyawan is the next place (15 miles). A large village, with two good inns.

Tongchangfoo (20 miles). A large walled town; the streets, for a wonder, well drained and paved with slabs of coarse blue marble, brought from the quarries between Tungho and Tungping.

This was a flourishing and prosperous place until the rebels made their appearance and overran the country. There is good accommodation in the inns in the eastern suburb.

Tungho (22 miles). A small place, with tolerable accommodation, having a small stream flowing through it. The road from this to

Tungping (16 miles) is cut through banks of sandy earth and stony strata, and leads close by the western end of the Shangtung range of mountains, which form as it were the backbone of the great Shangtung promontory.

Yentchow (40 miles). A large walled city, for some time the head-quarters of Sangkolinsin's force, posted here to keep the Nyenfai rebels in check. These rebels were a different set to the Taepings, having no connection with them.

KEWFOWHYEN, or Chingfowhyen

(10 miles from Yentchow). Noted as the burial place of *Confucius* who lived 551-478 B.C.), and lately visited by Colonel Markham.

The road runs along the bank of a small river. The large number of *Wheelbarrows* and travellers on this road is striking. They are drawn in this method: First and foremost comes a fine donkey, harnessed by long traces to the fore part of the barrow; between these traces, and just in front of the single wheel of the barrow, marches a man, who helps to draw it by two handles projecting from the front. Then, on the top of the barrow, if the wind is at all fair, is a large square sail, with mast, sheets, halyards, and all complete; and, lastly, behind the barrow is a second man, propelling this strange vehicle by means of two

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handles, such as there are to any other barrows. The wheel of this barrow is large, and placed in the *centre* of the machine, the load being packed on the framework on each side of the wheel, and protected from it by a grating.

Large quantities of surface *Coal* are found in the mountains near this road.

Kewfowhyen, in 1862, being very near the rebel part of the country, was, with its large suburbs, full of soldiers and country people who had flocked in from the districts, from fear of the rebels from the Yellow River.

The present head of the clan of the great *Kung-futsze* (whose name was Latinised into *Confucius* by early writers) ranks high among the nobles of the land, and his name is Kung. The probable number of descendants from the original Kung-futsze is roughly estimated at 10,000. Some of these are in official positions, some are small landholders, and some are even chair coolies, or in equally common employments.

In the centre of the city is a large space of ground, walled in, containing *Temples*, dedicated to the great lawgiver and philosopher; a large Library, from which all the books have been removed; and a great number of genealogical tablets in stone. The remains, which are of great antiquity, stand mostly in smooth turf, under the shade of cypress trees.

The principal Temple is 100 paces square, and of considerable beauty. The ceilings are prettily painted, and the stone columns, supporting the eaves of the wide-spreading roof, are in extremely high relief, serpents and dragons being represented as entwined round the pillars.

In the same city are Temples to *Zun* and *Mun* whose names are better known as Zentius and Mencius, both either pupils or followers of Confucius. In the ground dedicated to Zun are some extremely fine specimens of the Libanus *Cedar trees*, to which a fabulous age is ascribed.

Outside the city is the large burial ground of the *Kung family*, approached through an avenue of cypress, and enclosed by a high wall. Inside this are graves innumerable, and almost in the centre is the large *Mound of Confucius*, under which repose the remains of the greatest man China ever produced. This mound is repaired once in three years, with earth taken from a sacred place. Inside the entrance, and on the left-hand side, the guide draws your attention to the decaying trunk of a *tree*, said to have been planted by *Confucius*; also a Tea Tree, planted in the first years of the Ming dynasty.

Close by there is a small Temple, containing a slab of black marble, on which is a *fac-simile* of what the Old Tree was like several years ago. There are several handsome Temples and Tombs in the vicinity of Kewfowhyen, one Tomb being in the shape of a pyramid, 30 feet high, faced with stone, and surmounted by a small Temple. This is in remembrance of one of their earliest kings, and is of very high antiquity.

Sinen-chow, 22 miles; a small walled town; road good, through flat country. A small marsh on the right-hand side is the only remnant of a once large lake.

Yen-tun-tyen, 12 miles; road very bad. It leads over hard, rocky hillocks, across a small stream, to

Chinkyatyen, 27 miles. The road leads through a stony valley between barren mountains. The whole place gives the idea that at some time or other some immense body of water had broken right along the valley, washing away every vestige of cultivation.

TSINAUFOO.

37 miles; road tolerably good—and again passing through fertile, well-cultivated land.

This is the central and largest city in Shangtung. Being easy of access from its central position, standing well protected by high walls and deep ditches, in the midst of an extensive plain, remote from rebels and disturbances, it is not only the largest, but the richest, city in this province. The inns are large and comfortable; the shops well furnished with goods of all sorts, displayed, when their nature admits of it, attractively, in glass-topped boxes on the counters, or in glass cases round the walls. The market is well-supplied with pheasants, partridges, venison, fish, mutton, vegetables, with the shangyang, or mountain sheep, teal, duck, poultry, in fact, with all that can be wished for, and at moderate prices.

The inhabitants seem all well clad and as busy as bees; they are well-behaved and civil to

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strangers. There are as usual large kitchen gardens, in beautiful order, and a large place for breeding and keeping fish.

In the suburbs is a *Hot Spring*, with a most picturesque Temple, well worth a visit. It presents a curious effect when the country is covered with snow, and the ponds and rivers with ice, to see this stream with a clear sandy bottom (from which air bubbles are constantly escaping, giving to the water an effervescing effect) flowing along, throwing out a warm vapour between two green banks, along which rushes and water plants are growing.

K'hotyen (10 miles). A nice little village, with a good clean inn.

Changkewhyen. A small, unimportant place' 20 miles. Passing through this, to

Changshang, 21 miles. Good, clean inn, and but little to eat.

Kinglingshing, 22 miles. A large, straggling village, with but poor accommodation.

Singchowfoo, 25 miles, is the large town of a poor, mountainous part of the country. The inns are good, and provisions easily obtained. In the gateways there are some curious specimens of old Iron Guns, cast by the Chinese long ago.

Shihlepoo, 21 miles. A small village, with indifferent accommodation.

Hangting, 20 miles. A good-sized hamlet with one good inn.

Tungkow, 21 miles. Between this and the last place, the road is indifferent. A small stream, partly frozen in winter, has to be crossed. Care must be taken against the masses of ice adhering to the ground under the current, which, in the centre, is too strong to be frozen, except in extraordinarily severe winters. The road winds on over old river beds and sand, separated by occasional cultivated strips, with but few trees.

Sinho, 27 miles. A small place, with second-rate, although clean, inns. It is about 7 or 10 miles from

LAICHOWFOO.

A walled city of some consequence. About this part of the route there is much difference perceptible in the air from the vicinity of this city to the sea; which is visible, as well as audible, on its ice-bound beach to the northward and eastward. Large tracts of sand, similar to the Dunes at Ostend, or to the Denes on the Yarmouth coast, replace the hitherto excellent cultivation of the inland plains.

A range of mountains stretches away on the right of the road, far inland.

Pingleetzen is about 21 miles from Sinho, separated by ranges of small hills.

Peema (31 miles). A large town with many inns and paved streets. They present an active scene of traffic. The firewood, hitherto consisting entirely of millet stalks or charcoal (the latter in places very expensive and bad) is replaced by fir cones and branches.

Tangchangfoo, or **Tangchowfoo,** 29 miles. Over a bad road, paved in some places. About midway between Peema and this place is a wretched inn, where you can obtain little beyond rice, so it is advisable to bring cooked food, for a mid-day meal, from Peema. It is a small maritime city, situated close by the sea, and on the mouth of a small river, which affords a harbour to small junks (traders) and fishing boats. The entrance is impracticable for men-of-war boats except in high water.

The Dockyard and Harbour are having walls and defences of their own, completely separated from the main city, and a stream flows between them.

The road from Tangchowfoo to Chefoo is bad, being a mere track in places, over many low ranges of hills, with either fertile valleys or broad, sandy, water courses, which carry off the rains (very heavy at times) from the hills.

At **Chefoo,** or **Chefow** (page 272), large stores of grain and wood, bean cake, and marine stores, are kept, either for export, or for the use of the junks bound upwards to the Peiho.

The market small, but most plentifully supplied with fish, among which the best are a large sole, the same as the "linguado" of the Spanish part of the Mediterranean, and large flat fish or dabs. There is an immense trade in salt fish.

Besides fresh fish, any amount of wild geese, red-legged partridges, the common English partridge, hares, wild fowl, fowl, pheasants, &c., may be had at most reasonable prices. Close outside the city is a sandy plain, where fishermen are employed in twisting hair ropes or in drying nets.

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Beyond this is the small headland of Yeuti, so called from a smoke tower on the top. On your left, as you face the sea, is a large though shallow bay, formed by a long promontory of sandy beach, some 2 or 3 miles to the left, and terminating in a large extent of rocky precipitous land, called CHU-FOO-TAOU.

The English forces were at Tah-hiu-whau at this time, previous to the departure for the north, in the last Chinese war. On the headland of Yeuti the French troops were encamped, and on the right-hand side, as you face the sea, was the French dockyard or naval establishment.

The English naval establishment, when removed from the Maitow Islands, opposite Tangchangfoo, was re-formed on a low sandy island with a hill at each end, nearly opposite the French dockyard.

Chefoo has now tolerably regular communication with Shanghai, and the Peiho River. There is some shooting to be got at the foot of the mountains, chiefly partridge and hare. The people were very civil and the climate was most healthy.

Tien-tsin (see page 273), **up the Grand Canal to Pekin,** 680 miles.

From Tien-tsin to Pekin the traveller has the choice of three different modes of conveyance: 1st, by boat to **Tung-chow**; then 13 miles (40 li) by cart to Pekin. 2nd, by horseback all the way; 3rd, by cart. The first is decidedly the most comfortable, but takes some time longer. Passenger boats can be hired in Tien-tsin to go to Tung-chow, 70 miles, for from $5 to $10 (Mexican), and take about three to four days. At Tung-chow the traveller will have to engage a cart to go to Pekin (13 miles), which will be about $1. The road all the way is paved with stone flags, with holes from 6in. to 18in.; but it can be left at **Pa-li-chao** (*i.e.*, eight li bridge), with its famous Stone Bridge, the scene of the engagement in 1860, which gave the title of Count Palikao to General Montauban, where an ordinary road may be taken; the latter, though somewhat longer, is more comfortable. Should there be no carts at Tung-chow, wheelbarrows and donkeys are always to be procured. The country is flat all the way, but is more interesting than the road, which offers nothing worth looking at. It is fairly wooded. The traffic along this river is enormous. At the tenth mile the appearance of the country undergoes a marked change, as fine tops of large trees present themselves, then an extensive wood plantation, consisting of large walnut, willow, locust, and gigantic pear trees. It flows through good alluvial soil during its entire course. The junction of the Yun-ho was undoubtedly taken as the summit level, thence north the trench was dug through to Lintsing to join the Yun-ho, and embankments were thrown up south to the Yellow River. By means of its connection with the rivers which flow into it, an almost entire water communication was completed across the country from Pekin to Canton, a distance of 2,000 miles; and for centuries this noble canal formed the high road between the capital and the South and Middle Provinces. The bed is in many places cut down from 40 to 70 feet. The sluices which kept the level were rudely constructed, and thick planks sliding in grooves of stone buttresses appear to have formed the only locks.

Of the two other routes that by horseback is preferable, as the carts are very solidly built, with no springs, and give you a very severe shaking. Ponies, termed "Tien-tsin bunders," can be hired from natives on the bund. The distance is 80 miles, and is done in two days. A cart can be procured with two mules for the journey for $5 or $6 (Mexican). Tolerable inns are met with at the stations, at which they are accustomed to foreigners. It is best to start about 5 a.m. and proceed to

Yang-tsin, 60 li; taking breakfast here about twelve. On to

Ho-hsi-wu, 120 li, dine and sleep here at night. Start again between 4 and 5 a.m., and go to

Ma-tow, 160 li, take breakfast; after which proceed to

Chang-chia-wan and Pekin, which should be reached about 4 or 5 in the afternoon. At Chang-chia-wan an engagement was fought by the Allied troops and the Chinese in 1860. For lodging and using the kitchen at a Chinese inn, a foreigner will have to pay the equivalent in cash of about 50 to 75 cents of a dollar per night, and 20 cents for feeding a pony. Ponies can rarely be hired in Pekin.

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Before leaving Tien-tsin the traveller should engage a Chinese boy or servant who speaks English, to act as interpreter and disburse the cash, giving an account of the amount entrusted to his charge. $10 (Mexican) is the usual price for the round trip to Pekin and back, besides paying for the boy's food upon the road.

The foreigner will be obliged to lay in a stock of chowchow, as only native food can be procured, which to our taste is not eatable.

The best time to visit Pekin is October. A passport must be procured from the Consul at Tien-tsin for Pekin and the Great Wall. From the mounds surrounding it we obtain a view of the Chinese capital, which is entered by one of the nine gates.

PEKIN, PE-KING, or PE-CHING,

Meaning the North City, which became the capital when Nankin was given up, 1421. Population, about 800,000; some say 1,650,000.

CONVEYANCES.—The Mandarins or higher class are carried in sedan chairs, with curtains all round them, borne by four or six bearers. Carts are the usual conveyance for travellers, to be hired in the streets like cabs elsewhere. A rail is or was projected to Tien-tsin.

CLIMATE.—The average annual range of the thermometer is 52° of Fahrenheit. July is the hottest month, when the thermometer is 100°, and January is the coldest, when it stands at 24°.

TELEGRAPH.—A direct Courier and Telegraph communication is maintained between this place and St. Petersburg, by the Russo-Mongolian Route, to Kalgan, Ourga, and Kiachta, where the wire begins; proceeding thence through Irkutsk, &c. Letters and Newspapers are despatched from Pekin, on this route, by the Russian Telegraph Agency, four times a month, viz., 4th, 11th, 20th, and 27th; and from Kiachta, 5th, 12th, 19th, and 26th. This arrangement is extended to Tien-tsin. Office of London and China Telegraph, Cowper's Court, Cornhill.

ENGLISH MINISTER.—His Excellency Sir H. Parkes, G.C.B. SECRETARY OF LEGATION, Hon. H. G. Edwardes.

United States Envoy.—His Excellency Hon. J. R. Young. *German Envoy.*—His Excellency M. von Brandt. *French Envoy.*—M. A. Bourée.

The palace of the English Legation is called *Ta-Ying-Kuo-foo*, or "Great England Country Palace." The American Palace is *Ta-Mei-Kuo-foo*. On 29th June, 1873, the Audience question was settled here, to the satisfaction of the foreign residents, by their presentation to the Emperor, Tung-che, in the European manner.

INSPECTOR-GENERAL OF IMPERIAL CUSTOMS.—Sir R. Hart, K.C.M.G.

CONSUL at **Newchwang**, the most northerly port open to trade, H. J. Allen, Esq.

JUDGE OF SUPREME COURT.—Hon. G. French, at Shanghai.

MEDICAL OFFICER.—W. W. Bushell, Esq.

CHAPLAIN.—Rev. W. Brereton.

NEWSPAPER.—Pekin Gazette, *Ching-pao*, or "Paper at Ching" (the capital). It gives purely Chinese views of things.

CURRENCY.—Much iron money is circulated here, owing to the great scarcity of copper, as the position of the Yang-tsze-Kiang prevents its transmission from the south-west.

Coal and coal dust are carried on the backs of a noble breed of camels. Corn is scarce, from the canal and roads being out of order.

THE REVENUE, in times of prosperity, generally averages about 45,000,000 taels; but, in 1859, it only amounted to 8,000,000 taels.

THE WALLS.—The outer wall is distant about 130 yards from, and runs parallel to, the city; then high walls and open spaces surround the inside of the imperial city of Pekin proper, and separate it entirely from the city itself. The wall which occupies the centre is high and handsome; the top is covered with yellow tiles, and inside stand the palaces of the imperial family (or, as the Chinese term it, the Interdicted city), in the actual centre, and surrounded by the same kind of wall.

THE GATES are nine in number, constructed in the walls, some of which are in the form of a square, and others round. The principal ones are the An-ting-Mên, the Chi-hwa-mên, or Eastern one, and the Te-sheng-mên (north-west).

Pekin has good broad roads and footpaths, and is full of trees and houses of only a moderate height, so that you seem to look down on a woody plain. Distant snowy mountains are in view.

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THE PUBLIC BUILDINGS, VIZ.:—The *Board of Ceremonies*, situated 3½ miles from the An-ting Gate, is an immense pile of edifices, memorable as the place at which Prince Kung, regent of the Chinese empire, and uterine brother to the Emperor, signed the convention with the Earl of Elgin in 1860.

The *Board of Punishments* (*Hsing-poo*, the Chinese Inquisition), situated in the south of the city, in which Sir Harry Parkes was confined, 1860.

The *Board of Revenue*, in a most ruinous state. The *Boards of Civil Office*, *War*, &c.

The *Imperial Palace* of Hwang-Kung has a circumference of 2 miles, is surrounded with crenelated walls, built of brick, and covered with yellow tiles. The palace stands in the centre of a large court-yard, surrounded with colonnades, and is furnished in a superb style. One of the finest structures about it is the third gateway, called Touan-Men; then the two temples of Tai-Miao, in which are kept the tablets of the Mantchou and Chetsuthan dynasties; then, after that, the magnificent Tai-ho-Tian (Great Union) saloon, where the emperor receives the principal mandarins of the kingdom and the foreign ambassadors. Also, the Abode of Heavenly Calmness (the emperor's private apartment), which is the noblest, richest, and most luxuriously furnished in the whole palace. Here also are the Russian embassy, Cathedral, and Ecclesiastical College. Palace of the Prince of I, so large a structure that, even in its out-houses, full 3,000 men can easily be quartered. In another quarter of the imperial grounds, called Honang Tching, stands the beautiful Temple of Fo, with a gilded bronze statue (60 feet high) of that god, having 100 arms. A full description is given in Dr. Edkins's work on Pekin.

The *Temple of Yung-ho-Kung*, in which resides the Chief Legate of the Lama (three high priests also reside within the city), is a noble pile of building, formerly the seat of the Prince Imperial. In one of the buildings is a colossal Buddha, 70 feet high. The Thibetan printing establishment; Theatres, erected by Kian Loung. Five Artificial Mountains, the highest of which, named King-Chan, is celebrated as having been the spot where Hoai-Tsoung, the last emperor of the Ming dynasty, after having killed his daughter, hung himself on a tree, to prevent himself from falling into the hands of the rebel, Li-tsu-Tching. There are, besides, several Tribunals, Temples, Palaces, and a few *private* show-rooms belonging to the emperor's tradesmen and merchants. In another part stands a palace, surrounded by a wide canal, which is crossed by a singularly constructed, yet beautiful, strong, black, jasper bridge, and built in the shape of a dragon, the feet of which form the piles and the body the arches. In the Chinese town stands the superb Temple, called

Thien Than ("Temple of Heaven"), the finest, both as regards its ornaments and construction, in the whole empire, and thither the emperor repairs annually, on the day of the winter solstice, to offer up a sacrifice to the god. A high brick wall surrounds the outer park; another encloses the inner one. The south Altar is of fine white marble. A portion of this temple, the *Tchai-Koung* (called "the Penitential Retreat"), is appropriated to the use of the emperor during the three fasting days, which he keeps preparatory to offering up his sacrifice. The Chief Hall, circular in shape, is supposed to represent the heavens, and is ornamented with twenty-two columns, painted sky-blue, and most richly covered with gold. Its roof consists of three lofty rows of porcelain tiles, each respectively painted blue, yellow, and green. A band of no less than 500 musicians is attached to the choir of this temple, who reside therein. The Temple of Agriculture stands at a short distance from it, and the emperor repairs to it annually in the spring, to guide the handle of a plough along a furrow, which is considered as a holy and political custom.

The *Temple of the Earth* is a building of vast extent, surrounded by lofty walls, with large enclosures.

The *Temples of Tiwang Miae* and *Confu-Tzee*, or *Confucius*. In the former are kept the tablets of the most illustrious emperors, from Fou-Hi to the dynasty of Tsing. It also contains a figure of Fouhi, with a large bump on both sides of his head; his pen in his hand, and his sacred tablets before him; beside him is the statue of the Chinese divinity, a most grotesque-looking god, with griffin's feet, bird's bill, extended wings, placed in the centre of a small wheel of kettle drums, by which he is surrounded, and his drum-

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stick upheld, as if in the act of striking them. The Temple of Confucius (see page 264) contains the Imperial College; with some old yews and ancient stones. Bloody sacrifices and homages are constantly offered to the sage annually, in the name of the whole empire. The Hall, with its fine ceiling, situated at the bottom of the court-yard, contains his tablets, with those of Meng-Tzée, and two or three other learned men of the second rank, besides those of ninety-seven other wise men, in the third order. The *Tribunal of the Chinese History*, or Kwo-tsze-chien, a kind of University, where the archives of the empire are kept, and the royal family are educated.

The *Imperial College and Imperial Observatory*, erected in 1279, on the Wall, was restored under Father Verbiest, 1674, when he held the office of president of the tribunal of mathematics. His bronze globe is here, with other instruments. No use is now made of the college.

Other Buildings are—the Foreign Legation, Public Printing Establishment, the Medical College, the Foundling, Vaccination Institution, Public Schools, Cabinet of Natural History; Imperial Library, which contains 300,000 volumes; the Examination Hall; and Tsung-li-yamên, or Foreign Office. A little enamelling is carried on.

THE CITY ROUTE.

Passing through the north portion of the city we pass a number of large but dilapidated public edifices; then down the west side, by one of the broad streets that runs north and south, we approach towards the Chinese or South City, which is oblong in form, and stretches between 4 or 5 miles from east to west, while from south to north it is 1½ mile wide. It is separated by a lofty wall from the Tartar or North City, which is nearly 3½ miles square, and rests on the centre of the southern city, both forming a T shaped figure, with a disproportionately stout perpendicular. North of all this stands a large earthwork, the north outline of which is exactly parallel to the north wall of the city, and 1 mile distant from it. In the centre of the North City stands an inner walled and gated city, guarded by men at arms. Approaching the city from the north, the walls are upwards of 60 feet high, and in good condition, having lofty buildings overtopping the gates, which have an imposing appearance. On a dry day they send up a cloud of dust, in fact, a perfect Australian-like dust storm, that almost blinds a European as he passes along; while on a wet one he is knee-deep in mud. The walls are narrow and winding, having a raised road in the middle, on which two carts can easily drive abreast; on either side of this road is a lower one about the same breadth, lined with squalid-looking one-storied houses, and many well-arranged shops, with painted signs and streaming pennants. The greatest trade is carried on in the South City, which is traversed from north to south by a few broad streets, the enormous width of which makes the well-carved, wooden-fronted houses look mean and small. Close by stand nearly half-a-dozen ruinous-looking public edifices; then we pass the Board of Punishment, close to which stands the Russian Embassy. Thence we proceed along a broad street, extending from the centre of the Imperial city on the south, to the central gate of the Chinese city. Then we enter a large square, in front of the gate leading into the Imperial palace, on the east side of which stands the great Boards of Office of the empire. The first is that of the Board of Ceremonies, a superb structure, with fine halls and noble spacious court-yards. The second is the Board of Revenue, in a most wretched plight; and other boards.

In this community, barbers, cobblers, and blacksmiths all ply their respective avocations *al fresco*. The stalls are covered with tea, fruits, cooked rice, and numerous comestibles, and the crowded streets are impeded by numbers of soldiery, Tartar officers, mandarins of all ranks, wearing different coloured buttons, policemen, &c., all of whom are accompanied by servants carrying Chinese umbrellas over their heads, flags, painted lanterns, and other insignia of their various offices. Occasionally we meet a funeral procession, followed by a long train of mourners, or a marriage ceremony; then long files of noble camels, just arrived from Tartary, loaded with coal, numberless carts, and wheelbarrows, the latter full of vegetables and other agricultural produce, all coming in from the country. Groups of females add an interest to the *mélange*. Those of the Chinese race are seen occasionally walking, or rather hobbling along, while the Tartar dames ride on horseback, wearing long silken robes,

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reaching down to their heels, and are easily distinguished by the length of their feet, which form a curious contrast to the dumpy and diminutive ones of the Chinese. Both Chinese and Tartars wear the same kind of *coiffure*, the hair being worn off the forehead, *à l'Imperatrice*, and their faces rouged and powdered; but the Tartar women carry off the palm of beauty. The police, as a body, are extremely well regulated; they are placed at each corner of the streets, and have their emissaries scattered among the crowd in all directions. Independent of which there is a secret, or detective body, employed especially in the interests of shopkeepers.

The head of every tenth house is obliged to watch over the safety of his immediate neighbourhood, and if any disturbance takes place in any of the ten houses under his charge, he is compelled to go and inform the patrol of such, and to insist upon their interference. At night watchmen patrol the city, who do not cry out the hour, but blow a kind of bamboo pipe, the sound of which is extremely shrill and mournful.

CURIOSITIES.—The transport boats, junks, war pinnaces, duck boats (the manner in which the ducks catch the fish is very curious), country carts, large sedan chairs, pagodas, bridges, the gods, costumes of the mandarins, soldiery, and peasantry, triumphal arches, the great walls, fortresses, ship launching, wind wheelbarrows, with sails attached to them, and the implements of torture. One of these, the *Cangue* (called in Chinese tcha), consists of two pieces of wood having a half-circular hole in the middle, into which the neck of the culprit is placed, where it is held tightly by the two pieces, and sealed by the mandarin; to the joint is affixed a paper, on which is written the sentence, which the officer is bound to see executed. The culprit's hands are placed through the other holes made in the angles of the machine. It generally weighs from 60 to 200lbs., according to the severity of the sentence, and is worn one, two, and even three months. Offenders thus harnessed are taken out daily by the police, who conduct them through the most public thoroughfares, following them with a whip.

ATTRACTIONS IN THE VICINITY.—The village of **Yuen-mung-yuen** is approached by a road paved with granite flags, after which a handsome bridge is passed, then a road bordered on the left by a row of stately trees, and having on the right a large square, containing a fine row of noble houses, the residences of the principal mandarins; facing it is the entrance to the

Emperor's Palace, closed by a gate, with barriers on the right and left. It is now a ruin, in the midst of fine scenery, extending over about 60,000 acres, and was most righteously destroyed by the Allies in 1860, as a punishment for the treachery and inhumanity of the Chinese. The rooms were completely filled with gold, silver, and bronze gods of gigantic dimensions (one of which, a Buddha, was 70 feet high); some were stored with bales of the finest silk fabrics. A sum of £32,000 was found in solid ingots of gold and silver, which gave each private in the allied forces prize money to the amount of about £3 5s. (80 francs). The French officers presented to the Emperor, Empress, and Prince Imperial of France the whole of the most valuable articles which they carried off from the Palace. A superb green jade baton, of great value, mounted with gold, was selected by Lord Elgin as a present to Queen Victoria; and a similar one was likewise sent to the Emperor Napoleon.

Here were preserved the tablets of the dynasty, on the safety of which the Chinese thought that the existence of the present reigning family depended; here the Emperor held his concerts, evening parties, private theatricals, mixed familiarly with his guests, and this was the scene of all the intrigues and gaieties of the Celestial Court. It was held in great reverence by the Chinese people, from its being the constant residence of the Emperor.

Great Wall of China.—About 45 miles from Pekin. The road to the nearest part of it is paved with solid granite slabs, 10 feet long, and passes mounds, on which are the tombs of the Ming dynasty, marked by ranges of warriors, elephants, horses, camels, &c., all carved in stone. One tomb, that of Yung Lo, dated 1425, is a mound 600 feet wide. Hence it is a day's journey to the Great Wall, through a rugged pass. The Wall, which divides China proper from Tartary, is stone built, surmounted by battlements and towers, is as wide as an ordinary road, and is 1,200 miles long, passing up and down over

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the mountain ridges, 3,000 to 4,000 feet high. As a defence it is a useless work; but its position and extent make it remarkable. From the Wall it is twenty-one days across the desert to the last Chinese town, next to Kiachta, a telegraph station on the Russian frontier. See W. H. Whyte's "Land Journey from Kiachta to Europe," 1871. Dr. Bushell, in 1873, visited the country outside the Wall; passing Kalgan, Dolonnor, and Shang-Tu; the last being the "Xanadu" of Marco Polo and Coleridge, where extensive ruins are seen. Good coal is worked at Kaping.

HISTORY.—In the sixth century, during the reign of the Emperor Tan-Tsoung, Christian churches were established by O-lo-Pen, a Syrian by birth, professing the Nestorian doctrines; who was allowed to erect a church. The Emperor himself became a convert, at the same time adding "that all religions were good, according to the times and places at which they were promulgated." In the eighth century the mission was driven into exile or put to death.

13th century.—A number of Greek Christians arrived here with the army of Genghis Khan, and, when Chi-Tsou (Kublai-Khan) founded the city of Pekin, he granted the Catholic monks a piece of ground for the site of a church within the walls of the city. Marco Polo visited Pekin under this reign. Pope Clement V. created it an Archiepiscopal See, and sent out Andrea de Perouse and several other missionaries.

16th century.—The celebrated Jesuit, Xavier, reached the frontiers, but died at San-chian. He was followed by Father Valignan, Roger Pasio, and the learned Father Ricci, of Ancona. He published a work, entitled, "On the Divine Law," which became extremely popular among the Chinese, and obtained permission to settle himself, with his colleagues, at Tchao-King-Fou. At the beginning of the

17th century.—Ricci entered Pekin, dressed like a Chinese, where he was favourably received by the Emperor, who was particularly struck with a clock and repeating watch presented to him; both at that period were quite unknown in China. No less than 100,000 Chinese were baptized; but during the minority of Kang-Hi a reverse came. Ricci was most cruelly persecuted—tortured several times, and at length perished from his sufferings. In 1656, the Dutch embassy obtained an audience of the Emperor here; and in 1667 they sent another embassy, which was also well received. Towards the close of this century, *i.e.* in 1640, the French mission, consisting of M. M. Colbert and Père-la-Chaise, arrived in China, who, by their knowledge as geographers, philosophers, naturalists, physicians, astronomers, and mathematicians, rendered themselves extremely useful to the Chinese.

18th century.—On the accession of You-Tching (the son of Kang-Hi), the French missionaries were either imprisoned, tortured, or banished out of the kingdom; only a few learned men were then allowed to remain, and they were prohibited from preaching about 1724. At present there is no hindrance to missions of all kinds. In 1719, Peter the Great despatched an embassy, which left Moscow on the 9th September, but did not reach Pekin until December 18th, 1720, when it was received with great splendour. In 1758, the Portuguese also sent an embassy, but without producing any beneficial political results. In 1792, the British Government sent Lord Macartney as ambassador, who arrived at the mouth of the Peiho in August, 1793, and then proceeded in a Chinese yacht to this place. In 1814, Lord Amherst was despatched by the British Government, but on arriving here he declined to prostrate himself before the Emperor, and was refused an audience, and returned.

Passing over events of a subsequent date, in which the Chinese showed their usual cunning and faithlessness, we come to that of the 8th of October, 1856, when the lorcha, *Arrow*, was boarded by a Chinese force, and the remonstrances of Mr. Consul Parkes were treated with derision by Commissioner Yeh. Failing to obtain redress, the squadron, under Admiral Sir M. Seymour, proceeded to attack and capture the forts round Canton, on 24th October. On the 29th the walls were breached, and Yeh's Palace taken. The *Barracouta* destroyed seventy-five Chinese war junks, on the 6th November, and a blockade was formally declared. On the 8th January, 1858, Yeh was made prisoner, and the war ceased. He was degraded by the Emperor, and on the 22nd March was brought round to Calcutta, where he died. He confessed to have beheaded 70,000 of his countrymen in the course of his government.

On the 26th June following, the Treaty of Tien-tsin was signed by Lord Elgin and the

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Imperial Commissioners. A testimonial of 2,000 guineas was afterwards presented to Admiral Seymour, on his departure for home, by the merchants, in acknowledgment of his firm and decided conduct in dealing with Chinese officials.

The Hon. F. (afterwards Sir F.) Bruce having been appointed ambassador, the allied squadrons proceeded on the 17th July, 1859, with him and his French colleague, to the mouth of the Peiho, to procure the ratification of the treaty. Receiving no answer from Pekin, Admiral Hope resolved to force the passage on the 25th July; but, being ignorant of the strength of the Taku forts behind, he was defeated with the loss of three vessels and 464 killed and wounded, including the Admiral; see page 272. It was on the occasion of this disaster that Commodore Tatnall, of the United States navy, offered his assistance to the English, with the remark that "blood was thicker than water."

This repulse, while it greatly emboldened the Chinese, only served to make the Allies more determined to enforce the treaty. On the 21st April, 1860, five days after they had taken Chusan, Lord Elgin left England on a second mission, as Ambassador Extraordinary. Joined at Paris by Baron Gros, his French colleague, he proceeded overland to Suez, was wrecked in the *Malabar* at Point de Galle, and after some delay went on in another ship to China. On the 12th August, the Allied forces moved out to Pehtang and captured Tanghoo, with forty-five guns. The *Taku Forts* were carried on the 21st August, with a loss of 400 killed and wounded; on the 26th they arrived at Tien-tsin (page 273), where the treaty was at length signed.

On the 6th September, finding the Imperial Commissioners hesitate to sign a draft of a convention proposed to them, Lord Elgin declined to hold further intercourse with them till he reached Tangchow. Here they assented to the terms proposed, but strongly opposed the Ambassador's desire to advance to Pekin. While the political negotiations were in progress, the Tartar general, Sango-ko-lin-sin, endeavoured to surround the Allied troops at **Chang-chia-wan**, but was defeated, with the loss of 75 guns. Unfortunately, Captain Brabazon, Lieutenant Anderson, Mr. De Norman (Attaché to Lord Elgin), Mr. Bowlby (*The Times* correspondent), Mr. Consul Parkes, Mr. Loch, Private Phipps, M. Lantrec, with four French soldiers, some Sikh soldiers (belonging to a regiment sent from India), and a trooper of Probyn's Horse fell into their hands, relying upon the protection of a flag of truce, but were treacherously seized, and treated in the Chinese style, with great inhumanity, under which many of them sank.

The most summary measures were now determined upon by the Allies. On the 6th October, the Emperor's Summer Palace, outside Pekin, was taken and looted, and Pekin itself was threatened. Two days after, Messrs. Parkes and Loch (now Lieutenant-Governor of the Isle of Man), M. Lantrec, with the French soldiers and the trooper, were given up; with nine others on the 12th; and, on the 13th, only one hour before the period fixed for the surrender of Pekin, all the demands of the Allies were granted. They encamped on a part of the wall where it was 80 feet wide.

The day following the dead bodies of Mr. Bowlby, Mr. De Norman, Lieutenant Anderson, Private Phipps, and eight Sikhs were brought in, and buried in the Russian Cemetery; but that of Captain Brabazon was never recovered. An indemnity to the amount of £100,000 was exacted from the Chinese Government, for the benefit of the respective families of the victims. Finally, on the 24th October, the treaty of *Tien-tsin* was ratified, and the convention of Pekin signed, by Prince Kung, the Regent, acting under the Empress and Empress Dowager. By this convention, two ports on the Yangtsze, above Chin-Kiang, have been opened for trade, as well as the port of Tien-tsin; Kowloon was ceded to England; and Chusan was evacuated. The indemnity to be paid was fixed at 8,000,000 taels. That exacted by the French amounted to 60,000,000 francs. The emigration of Coolies was formally authorised. A similar treaty was afterwards signed with Russia. The ambassadors of the three Powers now reside permanently at Pekin, without the least molestation.

ROUTE XXIa.

HONG KONG TO THE PHILIPPINE ISLANDS.

From Hong Kong, 4 to 5 days, 640 miles; with a good breezy wind both ways. These islands were discovered, 1521, by Magelhaens; and so

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called from Philip II. of Spain. They consist of 81 islands, besides small ones, and extend 16° north and south. Population 6½ millions. *Luzon*, the largest, is 360 miles long; Panay, the next, has *Iloilo* for its port. *Cebu*, the oldest place in the Island (1571), is the capital of the Visayan group. A cross at Macten Island marks where Magellan was killed by the natives, 1521.

MANILLA, or MANILA.

The Capital of this Spanish colony, on Luzon Island, has a population of 270,000, including the suburbs, and about 5,000 foreigners. Lat. 14° 36′ N., Long. 120° 58′ E. Passports required.—See Introduction.

HOTELS.—Catalana; Universo; Madrid. Tariff—16s. to 24s. per diem, exclusive of all drinkables.

BRITISH CONSUL.—R. Wilkinson, Esq. *Vice-Consul at* **Cebu**, C. Pickford, Esq.; *at* **Iloilo**, H. Gray Esq.; at **Sual**, F. Heald, Esq.

UNITED STATES CONSUL.—G. Clinck, Esq.

The town is beautifully situated on the Pasig river, which issues from Lake Bahia, 10 miles distant, and flows east of the Bay on the west coast, which is a circular basin of 30 miles in diameter and land-locked. Few of the houses are more than one storey high, on account of the prevalence of earthquakes, and have flakes of Mother-of-Pearl for windows.

CONVEYANCES.—Palanquins, Horses (very good). Carriages, Boats, Canoes (Baucas).

STEAMERS.—To Hong Kong, Singapore (1,255 miles), &c. Agent to P. and O. Company, Mr. W. Stevenson; to Messageries Company, M. Henri. Florio-Rubattino, Pacific Mail, and other lines, call here.

BANKERS.—Chartered Bank of India; Hong Kong Bank; Spanish Philippines Bank; Tuason and Co.

COINS.—Spanish dollars.

SEASONS, &C.—The rainy season begins in August and ends in December. It is healthy, but extremely hot, March to July, and subject to earthquakes ("one a week," they say), and typhoons.

OBJECTS OF NOTICE.—The Governor's House; Public Offices; Churches; Plaza (statue of Isabella II.); Cigar Factory (one employs 10,000 girls); Barbers' Shops; Shops (kept by Chinamen) Fortifications, &c. The Lake—Los Baños; Island near Los Baños (fine shooting); Majajhay, Luisiana, Tananan, Volcano of Saul, Calamba, Hala Hala, Santa Cruz (waterfall and gorge, both magnificent). Bamboo, plantain, cocoa-nut, palm, sugar, hemp, and tobacco plantations; Indian Villages; Convents; Castle of St. Philip; Port Cavite, 20 miles south-west.

COSTUMES.—Women wear a pina camisa (shift) which is much thinner than muslin, over which a saga (petticoat) of a bright plaid pattern, and then a tapis (a large kind of scarf or shawl), always of a much brighter colour than their dress. Their beautiful hair is worn hanging down to their heels.

The men wear fine embroidered striped piña shirts outside their trousers, and large bamboo hats (Salacott) with horse hair hanging down. Ball costume is white jacket, vest, and trousers. They are addicted to smoking and chewing betel-nut; cock fighting is a great pastime.

They are extremely hospitable, and offer strangers cigars and betel-nut immediately on their entrance into their houses. The priests are *bon-vivants*, sordid and bigoted. Persons of all creeds are equally well received, although not allowed *publicly* to make any profession of their faith. The Government is administered by the Archbishop, as Viceroy.

PRODUCTIONS. — Bread fruit, cotton, cocoa, copper, gold, iron, sugar, tobacco, rice, and beautiful sponge called Venus's flower-basket. Cigars, no longer a Government monopoly, are sold here at 5 dollars per quintal; 20,000 hands are regularly employed in their manufacture. They cost 4s. per 1,000, and sell at 26s. per 1,000 in India. The Cortados used in India cost 22s. per 1,000, are sold by the merchants at 64s., and yield a great revenue.

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ROUTE XXIb.

HONG KONG AND SHANGHAI TO JAPAN.

STEAMERS.—The P. and O. Company's steamers (Agent, Mr. J. Rickett) and the Messageries Maritimes Company's steamers (Agent, Mons. M. des Palières), every week, alternately, carrying the British and Continental Mails. The former from London and Brindisi; and the latter from Marseilles, reach Yokohama, *viâ* Nagasaki and the Inland Sea, from Hong Kong in about seven days; returning in the same order according to the monsoons. Austrian Lloyd Company to Trieste; also the Pacific Mail Steamship Company's steamers from and to Hong Kong, *viâ* Yokohama and San Francisco, carrying the United States and British Mails, once or twice a month. There is also a coast service by the Mitsu Bichi Mail Company's steamers between Yokohama, Kobé, Nagasaki, and Shanghai, every week. Time, between Yokohama and Shanghai, seven days, by the China Merchants Company's steamer.

DISTANCES.—Yokohama to Honolulu (Sandwich Islands), 4,500 miles; thence to Tahiti (Society Islands), 2,400 miles; Valparaiso, 5,000 miles Falkland Islands (through Magellan's Straits), 2,000 miles; Montevideo, 1,000 miles; Tristan d'Acunha, 2,000 miles; Ascension, 1,700 miles; Porto Grande (Cape de Verde Islands), 1,600 miles; Plymouth, 3,000 miles. The direct connection is *viâ* San Francisco; but ships with freight prefer taking the Canal, to Yokohama and New York, or three-parts round the world, instead of going *viâ* San Francisco and Pacific Mail.

TREATY PORTS OF JAPAN.—On the east coast are *Tokio* (Yedo), the seat of government with its sub-port *Yokohama*; and *Hiogo* (or Kobé), with *Osaca*, near Saikio (Kioto), the Mikado's capital. *Nagasaki*, at the S.W. corner, nearest Shanghai. *Hakodadi* or Hakodaté, in the north. *Nee-e-gata* or Nigata, on the west side, but not used.

TOKIO (signifying the "East")—the proper official name since 1868 of the place, usually called **Yedo**, *Yeddo*, *Jeddo*, *Jedo*, by foreigners—

A Railway and Telegraph Station,

The seat of government of the Mikado, or reigning Emperor and of the British and other Legations, on the east side of Hondo or Nipon, the principal island, in about 37° N. It was first opened to the English by a treaty concluded by Lord Elgin in 1858; agreeably to which Sir R. Alcock (formerly consul at Shanghai) took up his residence here as Envoy in 1859. The English Legation was fixed at Yokohama till 1874.

The Harbour, or Bay of Yedo, is an inlet 20 miles long, perfectly sheltered from the Pacific, its entrance being blocked up by islands, from which it shoals, like most Japanese harbours, so gradually, that at the distance of 5 miles from the city there is not 20 feet of water, and boats touch ground at the distance of 1 mile. About 2 miles from the city are low granite batteries built in the stream; anchorage outside these, in 3 fathoms water. Three *Hotels*.

Although **Kanagawa** (pop., 107,625), is the port named in the treaty, the port of Tokio is, in fact, at Yokohama, the depth of water and anchorage at the first named port having been found unsuitable. Kanagawa once an insignificant fishing village is situated upon the Tokaido, or great high road of the Eastern coast of Japan, about 2 miles from Yokohama, on the other side of an indentation, or estuary, in the Bay of Yedo. Both are about 16 miles from the capital, in the direction of the entrance of the bay.

Yokohama, the settlement for consuls and foreign merchants; 1,600 miles from Hong Kong, 950 miles from Shanghai; has risen since 1850 from a few Japanese huts to a considerable town and seaport, with a population of 63,050 natives and 2,000 foreigners. The town is lighted with gas. Charcoal fires are common, but stoves are coming into use. The place is damp and rainy in September. The new town is built of stone houses in broad streets, but it is numbered by houses, not streets, thus—"No. 86, Yokohama." Houses of merchants, on the Bluff. Curio Street is the quarter for native goods, such as swords, lacquer, pottery, tortoise-shell buttons, inlaid netsukis or charms, coloured photos, &c. Curios are dearer; it is better to go to the shops than buy of men who come round, or to buy at Kiyoto, where they are made. Shobee is a great silk house. Tortoise-shell is bought at Nagasaki. Pay in Japan paper, as cheaper than Mexican dollars. When you get change in silver dollars, look to their weight. The dead are buried or cremated.

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ENGLISH CHAPLAIN.—Rev. E. Irwine, M.A., at Christ Church. American and other Missions.

Yokohama and Japanese Hospitals; H.M. Victualling Yard and Naval Hospital; also the German and United States Naval Hospitals, at the Bluff.

CLUBS.—The United; the German.

HOTELS.—Grand; Central; and International. "Chow" is a meal.

FIVE NEWSPAPERS.—*Japan Gazette; Japan Herald; Japan Mail.* Two French papers.

A RAILWAY to Tokio, 18 miles, was opened in 1872, upon which trains run at intervals of 1½ hour during the day; return fares, 1½ dollar, and 90 cents. Telegraph through the country, and to Shanghai. Railways, Telegraphs, and Lighthouses are in native hands.

BRITISH OFFICIALS AT **Tokio** AND **Yokohama.**—*Envoy and Minister*, His Excellency Hon. F. Plunkett; *Secretary of Legation*, Hon. H. Le Poer Trench; *Japanese Secretary*, E. M. Satow, Esq., C.M.G., author of a "Guide to Japan;" *Medical Officer*, W. Anderson, M.D.; *Consul at Yokohama*, Russell Robertson, Esq.; *Judge*, Hon. N. Hannen; *Assistant Judge and Consul at Tokio*, J. Quin, Esq.

United States Minister, His Excellency Hon. A. Bingham; *Consul-General*, General Van Buren. *German Minister*, His Excellency Herr De Brandt. *Spanish Chargé d'Affaires*, Senor De Castillo y Trigueros.

BANKS. — Chartered Mercantile Bank of India; Oriental Bank Corporation; Hong Kong and Shanghai Banking Corporation; Comptoir d'Escompte.

BISHOP OF JAPAN.—Right Rev. Dr. Poole.

TRADE.—The total amount of imports and exports is 12 millions sterling. Exports are chiefly tea, of great delicacy, softness, and flavour; silk, realising some shillings per lb. above the Chinese; tobacco; bees' wax; copper; rice, and "curios," as they are called. The last have become a steady article of export, quite taking the place of fancy goods that were exported into England from France and Germany.

The Japanese are no longer opposed to foreigners, but uniformly meet them with a politeness which, in fact, puts our bearish (Briton) manners in the shade. The upper classes are well behaved and hospitable; they take readily to foreign ways, and some wear hats and tail coats, &c. The trading classes are servile, and want watching; the lower class make excellent servants, are gentle, but slightly addicted to kleptomania, though rarely to any great extent. They are tatooed, strong, frugal, and clean, but short—the men about 5ft. 4in., the women under 5ft.

CURRENCY.—Previous to the establishment of an Imperial Mint at Osaka, in 1871, the currency of Japan consisted chiefly of paper notes, issued by the Shogun, or Tycoon, and the Daimios of the various provinces; with some silver itchibus, and gold kubans; these latter have, however, now almost entirely disappeared, and the paper itchibus are now supplemented by the new silver coinage. Large gold coins, some of the value of 80 dollars were issued.

The old currency consisted of small square copper coins, called "cash" by Europeans, and the silver and paper itchibus and gold kubans.

10 mon (1 copper cash)	=1 rin.
8 rin	=1 tempo.
30 tempo	=1 silver bu=25 sen.
4 bu	=1 gold rio.
5 rios	=1 gold kuban.

Under Major Kinder, formerly of the Colonial Mint, Hong Kong, a large quantity of gold, silver, and copper coins, of excellent finish and design, as well as of a guaranteed standard, assimilated to European, has been issued, and has come into general use.

Smallest copper coin, 1 rin.
10 rin=1 sen (halfpenny).
100 sen=1,000 rin=1 yen (silver).
100 cash=1 cent. 100 cash=1s.

There is also a subsidiary coinage of 5, 10, 20, and 50 sen pieces in silver, and gold coinage of 1, 2, 5, 10, and 20 yen pieces. The yen=4s. English=American dollar.

There is also a large paper currency, of a new issue, corresponding to the silver coins, from 10 sen up to 1,000 yen, all on the decimal system.

Mexican dollars are principally used by foreign merchants at the open ports. They vary from 3s. 8d. to 4s. 2d. A rio is equal to 4s.; bu, or boo, is equal to 1s.; nishi, 6d.; ishi, 3d.; 120 tempoes, or cents, 1 rio.

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WEIGHTS AND MEASURES (The picul is not Japanese):—

1 momme	=1	dram avoirdupois.
160 momme	=1	kin or catty=1⅓ lb. do.
10 bu	=1	shaku, about 12 inches.
6 shaku	=1	ken.
60 ken	=1	cho.
36 cho	=1	ri.

A Ri is equal to about 4,275 yards English=2⅔ miles; one isubo=36 sq. feet; by which land is measured. A soroban, or calculating board, is used for accounts.

VEHICLES.—The *norimon*, a heavy kind of palanquin, closed on all sides, and frequently made of handsomely lacquered wood, and furnished inside with silk cushions and curtains; the *kago*, a lighter structure, made of bamboo, and slung upon a pole carried by two men. These are now almost entirely superseded by the *ginrickisha*, or "man power carriage," a comfortable kind of perambulator upon two wheels, drawn by one man between two small shafts projecting in front, originally constructed from a plan made by a foreigner; and immediately adopted by the Japanese. A Japanese coolie, with one passenger seated in a ginrickisha, will run and draw it, without apparent distress, for two to three hours at 5 to 6 miles an hour, or a distance of 20 miles at a stretch; merely pausing a few times for a short rest and a drink of water or tea. They are short-lived, and die of heart or lung disease. Goods are drawn along on large two-wheeled open trucks, with a man to each corner, each one grunting out a word to keep step by, very much to the annoyance of the foreigners. Bullock cars are seen in the country. Travelling may be done for 10s. a day; you should take a spoon, knife, and fork with you.

TRAVELLING.—For the interior, passports from the Consul are required. Time tables are photographed on cards. Distances are measured by "ri" or "li" (see above). The turnpike or carriage road to Katase is planted with firs. Horses are shod with straw, fastened with thongs; and the road is strewed with cast-off shoes, as well as old sandals of the coolies—who buy a new one at the tea-houses for ½d. It is a rare sight to see a bird, a mare, or a cow. At the tea-houses you get rice, fish, eggs, small poultry, with potatoes, limes, ginger, vegetables. Neither milk, butter, cheese, or bread is eaten by the people in the country. If you want bread carry it with you from town to town. There are no bells—you call by clapping hands. Take your own soap and towels; the native towels are paper. You sleep on mats or rugs. The traveller should see the people in their houses and gardens—bathing, hairdressing, shaving, mothers shaving their children's heads, and such like. In the large towns you get French brandy, claret at 2s. 6d., champagne, bottled Bass, liqueurs, goose pie, tinned meats, and vegetables. A flask of tea is a good drink to carry with you. Saki is the native drink. The native Japanese dress should be adopted by the traveller—viz., a loose dressing gown tied at the waist, and sandals.—See *Colonel Bridges' Tour.*

BOATS are made of unpainted wood, timber being cheap. The Japanese junks are small, drawing little water, on account of the shallowness of their harbours. They seldom exceed 150 tons burden. Their number is large, and a great coasting trade is carried on. Head-quarters of the Mitsu Bichi Co.'s steamers.

FLAG.—A red chrysanthemum on a white field.

By rail to

Tokio (Yedo), situated chiefly upon a large plain, 8 miles square, with few elevations, the highest spot being an almost isolated mount, called *Atago-Yama* about 1,200 feet above sea level, ascended by a steep flight of ninety-eight granite steps, and crowned at the top by a temple, and some tea-houses, which are a favourite resort of pleasure seekers, to enjoy the fine view afforded of the city and bay. Population (1881), 823,560. Seijoken *Hotel*, kept by a native.

The Palace of the Mikado (formerly of the Shogun, or Tycoon), was situated, with its extensive grounds, almost in the centre of the city, surrounded by three wide moats, the entrances from one circle to the next being through massive fortified gates with drawbridges. This was burnt in 1877, and is replaced by a new one, in progress.

At different points round the Castle are the Yashikis, or houses of the various Daimios, now unoccupied or used as barracks or Government Offices, Naval and Military Departments, &c., but formerly the residences of those

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powerful feudal lords and their retainers, when in attendance upon the Shogun at the capital. These edifices are not of a striking character, being chiefly built of wood and plaster, of one or two storeys high, but are very extensive. Here are a University, Engineer and Military Colleges; a public Hospital; with above 1,200 native schools, and 100 newspapers, one being a Japanese *Punch*.

In this quarter stood the temporary British Residency, seated in part of the Temple of Tozengee, one of the largest and best in Yedo, about 1,000 feet above the sea. Here Sir R. Alcock's life was attempted by hired bravos, on the night of 5th July, 1860, when Mr. Oliphant, Secretary, and Mr. Morrison, Consul, were severely wounded.

Yedo straggles over a space 20 miles in circuit, intersected by many canals, and is as much country as town, from the number of parks, gardens, and orchards it contains. Beautiful rides through valleys and shady lanes, among English-looking hedgerows, evergreens, and pine trees, are to be found in almost every part of it. Fires, however, are so common, that the whole city, it is said, is rebuilt every seven years. Since the last great fire, in 1872, they have made a fine road about 1 mile in length, 300 feet wide, with side paths at least 120 feet wide, on which trees are planted, and very gay one-storey houses, with shops under porticoes, are built all along it, stocked with manufactured goods from all parts of the world.

One can travel for miles through clean streets, dashing about in a ginrickisha at a brisk rate. Swords, as formerly worn by the Samourai class, are now rarely seen. There are shops of all kinds —for books, bronzes, copperware, lacquer goods, pawnbrokers, old iron, basket-work, prints, old clothes, inlaid wood, paper, and even golden life pills. Shops of the same trade frequently stand together. There are numerous tea-houses and gardens, in the suburbs and elsewhere, where you may take tea, and drink saki, if inclined. Rice, fish, and tea are the staple food.

In the most populous part of the city is the *Nipon Bas*, or great central bridge across the River Okawa, whence all the roads are measured. Within a short distance is the largest and most celebrated temple in the country, the *Temple of Asakusa*, or Quanon, so called after the Buddhist god, Quanwon, with thirty-six arms and 100 hands, of gilt metal, 40 feet high. Two white horses are kept for the god's exclusive use. It was half burnt in a late fire. Temples are common enough everywhere.

Public baths are plentiful and cheap—so cheap that every one uses them. Men and women formerly bathed together, undressed, without thinking there was anything immodest in the custom; but they now enter by separate doors and remain apart.

Sinagawa is a suburb of Yedo, to which it is joined by rail. About 70 miles south of the bay is Volcano Island.

At the end of the third year from the treaty, the annual trade was valued at one and a quarter million sterling, and the number of ships entering the port was 126. A power-loom factory for cotton piece goods, superintended by Lancashire workmen, has been erected by one of the Daimios. Another sign of progress was the publication of a Japanese newspaper in London, the *Tai Sei Shimbun*, or "Great Western News," edited by a Japanese resident, and by Professor Summers, of King's College. Smile's *Self Help* has been translated into Japanese.

Within 20 miles of Tokio is the great sitting bronze idol of Buddha, or *Daeboots*, 44 feet high, on the plain of *Kamakura*, near a very sacred temple. It is a half-length, 30 feet across the shoulders, with a face 8 feet long, and thumbs 3½ feet round, on which four men can stand. Another sight is the Sea Cave of **Inoshina**, only reached by a boat, and having a temple at the end of it. Sponge-like fine spun glass is got here. The large Temple of Temshlig Daijon, at *Shiba*, where the Tycoons are buried, was burnt, 1874; when its great bell, 10 feet high, was injured. At *Adawara* (40 miles off) in a gorge, is a water fall, 50 feet high; below which is another fall. **Nikko** is a fine spot, distant about 140 miles; a 10 days' visit.

See Sir Rutherford Alcock's *Capital of the Tycoon*, from which this account of Japan is chiefly condensed; Captain Sherard Osborne's *Cruise in Japanese Waters; Tales of Old Japan*, by A. B. Milford, formerly second Secretary of Legation; Hildreth's *Japan and the Japanese;* Mossman's *New Japan*, 1874 (Murray); B. Taylor's *Japan in*

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our Day; Hingston's *Australian Abroad*; Colonel Bridges' *Tour*; Sir E. Read's *Japan* (Murray); Miss I. Bird's *Unbeaten Tracks in Japan*.

Nagasaki, or Nangasaki

(The *g* being sounded *ng* in the Yedo dialect),

At the south-end of Japan, on Kiusiu Island, one of the treaty ports, about 700 miles from Yedo two days' steam from Shanghai, and four days' from Hong Kong. Before 1858 it was accessible only to the Dutch, who, for two centuries, were restricted to a small settlement at Decima, below the native city. Population (1881), 39,570. Villas on the hills.

BRITISH CONSUL.—J. C. Hall, Esq.

NETHERLANDS CONSUL.—A. Reddelien, Esq., at the Dutch factory.

UNITED STATES CONSUL.—General Jones.

HOTELS.—Army and Navy; Britannia. There is a Club, but no eating is carried on.

TELEGRAPH wire to Yedo and Shanghai.

STEAMERS.—Agents to the P. and O. Company and Messageries Company, Home & Co. Steamer to **Wladiwostock**, a Russian naval harbour (population, 10,000), in lat. 43° 7'. Three hotels, naval club. Governor, His Excellency Admiral Feldhausen.

BANKS.—Hong Kong and Shanghai; Chartered Mercantile; Oriental.

Nagasaki has gradually dwindled down into an insignificant port; as Yokohama and Hiogo, being near the three largest cities, monopolise all the trade. Very common tea, green tea for the American market, tobacco, common porcelain, and tortoise shell are articles of export. The harbour looks like a picturesque Norway fiord, especially resembling that of Christiania; being land-locked, and surrounded by wooded hills formerly covered with pine, palm, bamboo, and pomegranate trees, most of which have been cut down. Fish are plentiful and various; beef is fairly good. Here are a Government Slip, the United States Naval Depôt; English and Roman Catholic Churches; and several Missions.

An extensive steam factory has been established here entirely by the natives, assisted only by drawings made by Capt. Kattandyck, of the Dutch navy. It includes a complete blacksmith's shop, with a Nasmyth's hammer at work, a lathe factory, and other departments; and from this establishment a well made steam-engine was turned out before a single foreign one had been seen.

Cheap coal is procured from the colliery on *Takasima Island* (near the Takeiwa sulphur baths), and may be shipped here.

Until lately the only foreign language known to the Japanese was Dutch, which they spoke in the style of two centuries ago. During the war with Napoleon, when Holland, the mother country, was incorporated with France, and Japan was shut out from the visits of the English men-of-war, the old Dutch flag continued to fly here, and was the only spot which managed to preserve its loyalty to the House of Orange.

OSACA, or Osaka—*Railway and Telegraph Station*,

The chief place for native trade and a large treaty port, opened in 1868. Population (1881), 293,690. A *Hotel* here. It is 27 miles from **Kioto**, the Tycoon's former seat; and is situated on thirteen rivers and canals, with 850 short bridges, at the head of a bay in the Suonada, or Inland Sea. Osaca is a great native manufacturing town, in the neighbourhood of valuable copper mines, and is renowned for its saki, also for its silk. A new Mint, 230 feet long, was built 1870, the first stone erection raised in the country. Here are shipyards, many *native Photographers*, and a good wax-work Show. It is a market for Manchester goods; and coal is found between it and Hiogo.

The Tycoon's moated stone *Castle* of **Tai-ko-Sama**, 4 miles distant, built 1583, spreads over 50 acres, and is now used as barracks; a large Temple, or Pagoda, 200 feet high, is 2 miles distant.

About 16 miles below it is its port, **Hiogo**, with a population of (1881) 36,590, besides 20,580 at **Kobe**, the foreign settlement.

BRITISH CONSUL.—W. Aston, Esq.

HOTELS.—Hiogo; Prince of Wales; der Colonies.

CLUBS.—Concordia; Kiobe.

STEAMERS.—P. & O. Co.; Agents, Mourilyan & Co. Messageries Co.; Agent, H. Scheutan.

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NEWSPAPER.—*Hiogo News*, daily.

English Church, American and Roman Catholic Missions. Gas-works, ship-yard, for iron and wooden ships. Trade in tea, tobacco, camphor, copper, wax, fans.

Rail to Osaka, 16 miles; thence to Kioto, 27 miles.

Steam through the Inland Sea. Rail to

KIOTO, or Kyota, *i.e.*, "City of the West"

(Formerly *Miaco*, or *Meaco*)—*a Railway and Telegraph Station.*

Passport required. Native Hotel. Population (1881), 239,320. The second capital of the empire, containing the Palaces of the Mikado and Tycoon, with several large Temples in extensive gardens. They are finely carved, and resting on polished pillars of hard kiaki wood, like lignum vitæ. Some are 1,400 to 1,500 feet long by 200 feet wide. Here a National Exhibition in the European style was opened, 1872, when an excellent show of Japanese productions was displayed, such as paintings on silk, ivory carving, bronzes, clocks, crystal globes, agate flowers, steel tools, cutlery, lacquer work, and egg-shell china. Its manufactures are also considerable. Here the Duke of Edinburgh was received by the Mikado, 22nd September, 1869.

Kioto is a very beautiful city, open to foreigners with a pass; but, unless by special permit, you are not allowed to trade. It is, without exception, one of the liveliest cities in the world. One may stay there two or three months, and visit fresh temples, palaces, gardens, &c., every day, and each presenting some new beauty. Descend the rapids in a boat. This is a thorough Japan town. The people have not yet been spoilt by foreigners, and preserve all their native manners, festivals, &c. The rail is continued to Lake Biwa, &c.

The Suonada Sea, or *Sea of Osaka*, or Inland Sea, which separates *Kiusiu* and Sikopf from Nipon, is 250 miles in length, from Osaca to **Simonoseki**, a port and depôt for European imports on its west side, with a population of 10,000, at the entrance of the strait, which is guarded by forts. This fine inland piece of water is studded with about 3,000 beautiful islands. Its climate and scenery are said to be like those of Devonshire, without the moisture.

HAKODADI, or Hakodate.

In the island of Yeso, is a treaty port, with a population of (1881) 22,010. Only a few foreigners live here. It was half burnt in 1879. Rail to Sapporo Collieries, 22 miles. It stands on a fine land-locked bay, and is backed by mountains, like Hong Kong, or Gibraltar. There are some lead mines near it, containing silver. Two Hotels. The summer is cool and pleasant.

BRITISH VICE-CONSUL.—J. J. Quin, Esq.

H. Wilkinson, Esq., is *Vice-Consul* at **Nee-e-gata**, a treaty port, with no trade, on the west side of the Island of Nipon. Population, 37,275.

THE EMPIRE OF JAPAN

Consists of Japan Proper and some dependent islands divided from the mainland of Chinese Tartary by the Strait of Corea and the Sea of Japan. It lies between lat. 31° and 45° N., and long. 129° and 150° E.; and comprises 3,850 islands large and small.

Japan Proper comprises four large islands; 1st, *Hondo*, *Nipon*, or Dai Nipon (Great Nipon), the principal and central island which gives name to the whole group; it is 900 miles long by 100 broad. 2nd, *Kiusiu*, 200 miles by 80, at the south-west extremity of the group, facing the peninsula of Corea, and about 700 miles east of Shanghai. It contains Nagasaki. The Loo Choo Islands, about 300 miles south, form a dependency. 3rd, *Sitkohf*, or *Sikok*, in the Sound of Suonada, between Nipon and Kiusiu, opposite the Bay of Osaco, one of the treaty ports, is 150 miles by 70 miles. 4th, *Yeso*, to the north of Nipon, containing the port of Hakodati; about 150 miles by 100 miles, thickly wooded. Rail open to the Paroni Collieries. Further north, and divided from Yeso by the Strait of La Pérouse, is the island of Tarakai, or Saghalien, which was given to Russia in 1875, in exchange for the Kurile Islands, The total area is 150,000 to 160,000 square miles; that of Great Britain and Ireland being 122,000 square miles.

POPULATION.—Estimated (1883) at 36¾ millions. They are evidently of Mongol origin like the Chinese, and profess the Shinto religion, which has replaced Buddhism.

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The coast is in general rocky and difficult of access, and broken up by many shallow, though picturesque inlets. Japan has never been well surveyed; but a beginning was made in 1861, by Captain Capella, of the Dutch navy.

The erection of Light-houses (a sure mark of civilisation) is in progress round the coast, under the direction of English engineers.

Its surface is hilly, picturesque, and in some parts mountainous, and has evidently been upheaved by volcanic action. There are very few stratified rocks. The pass in the Hakomi range, on the road from Yedo to Fusiyama, is 6,250 feet high, near a fine lake. **Fusiyama,** the highest peak in Japan, is about 80 miles from Yedo, from whence it is visible high in the clouds. Captain S. Osborne says he saw it at sea, 110 miles distant. It forms a perfect cone, 12,177 feet above the sea level; its bare summit being covered with snow (except in July and August), and with scoriæ, the remains of former eruptions. The last of these took place in 1707, when the ashes were blown as far as Yedo. The crater at the top is 1,100 yards long, 600 yards wide, and 350 yards deep. It stands in lat. 35° N., long. 138° E., near Omio, from which it takes eight hours to climb it. The Wistaria grows here. One day brings you to the fort; then rest a night and watch the sun-rise. Huts are erected for the convenience of pilgrims, who come from all parts to climb this mountain. It was ascended by Sir Harry and Lady Parkes, 1867; and again by a party (one a lady) in 1873. According to Japanese authors it first appeared in 285 B.C. Another finely-wooded peak is Oyayma, 6,000 feet high, ascended 1866. Near Nagasaki is Takaboko, or Pappenberg, where many thousand Christians were massacred, 1622.

Earthquakes are common in Japan. That of 1st August, 1783, lasted twelve days, destroyed twenty-seven towns, and was felt over a distance of 36 leagues.

At Simoda, on 23rd December, 1854, the Russian frigate, Diana, lying at her anchor, was spun round forty-three times in half-an-hour, and left nearly a wreck on the beach; the harbour was rendered useless. Repeated waves overwhelmed the town, leaving only sixteen houses out of 1,000 standing. Violent storms and typhoons occur in the rainy season in July and August. In the north, at Hakodati, the winter is severe, with heavy falls of snow. The winter breaks up in the southern islands with storm and rain, in February. The hills are mostly of sandstone, but cultivated to their very summits. Sand everywhere prevails in the soil; the rivers are obstructed by it down to the sea.

CLIMATE.—The climate of Japan is generally healthy, and suited to Europeans. Extremes are rare, except in the North of Japan, where the cold in the winter is severe, and snow falls. In the southern parts of the country the thermometer sometimes rises to 100° in the shade, but a more moderate temperature generally prevails. In the neighbourhood of Yokohama and Yedo the hottest weather usually occurs in August, and the coldest in February. Snow falls generally a few times between November and February, but rarely remains long on the ground. Sharp frosts occur almost every night during this period; but the weather being generally clear the sun has always sufficient power to melt in the day what has frozen in the night; skating is rarely obtained, except in sheltered places. Spring and autumn are most delightful seasons in Japan; autumn being the best. Much rain falls in the summer, but the amount varies greatly in different years. September is the wettest month, as estimated by the inches of rainfall, but the number of wet days is less than in June and July. In 1865, as much as 25 inches fell in the month of September, at Yokohama, and 146 inches in the whole year. There are no fences. Large, populous towns, in the neighbourhood of the Daimio's seats, with temples, and national warm and cold baths are found all over the country.

PRODUCTS.—The soil generally is a rich, black earth, suitable for growing cotton, without a stone, every acre of which is carefully manured and cultivated by manual labour. Rice, the staple food of all classes is sown in May, and gathered in November. Boiled rice serves for bread. Potatoes, beans, peas, in great variety. From the daidsu bean, soy is made. Wheat, maize, millet, turnips, and other vegetables. Tobacco grown largely, being smoked by men and women. Ginger and pepper, for home consumption. There is no pasture, the land being too valuable to admit of it.

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Evergreens are so common that the country looks cheerful all the year round. Timber is plentiful, and includes many trees which would thrive in England. Among them are the evergreen oak, with its rich, dark leaf; various pines, 50 to 100 feet high. Japan is especially rich in coniferous trees, the commonest being the *Cryptomeria Japonica*, or cedar of Japan, 80 to 100 feet high; the *Rhus vernicifera*, or varnish tree, the sap of which yields the well-known Japan lacquer (the native name is urushi—its use was first discovered A.D. 724) the *Broussonetia papyrifera*, or paper tree the bark being everywhere used for that purpose; the *Abies Alcoquiana*, a fine, tall tree, discovered halfway up Fusiyama, and named after the Envoy, Sir R. Alcock. Other trees here are the *Planera acuminata*, an excellent Japan elm; and the well-known hardy *Aucuba Japonica*. The tree-fern is a beautiful plant. Pine groves are also common in the Loochoo Islands. Tea is shipped at all the southern ports.

For its Pottery, see Messrs. Audsley and Bowes's *Keramic Art of Japan*, in which are figured specimens of Satsuma, Kioto, and other wares.

Most common fruits are grown in Japan, including the pear, peach, plum, orange, melon; but, though gradually improving, they are not of much account, except grapes and oranges. Orchards and gardens are everwhere seen in and round the towns. The people are good gardeners and amateur florists. Like the Chinese, they excel in the art of dwarfing trees of all kinds. They are especially fond of the apple blossom.

FOOD.—The ordinary food of all classes is rice and fish, with cakes, sweets, fruits, and vegetables. For drink—tea, saki (made from rice, like the Chinese Samshu), and spirits distilled from the grape.

Butter and milk can be obtained at the ports; several dairies being kept both by natives and foreigners. Excellent beef, fowls, and game in its season, with mutton imported from China, are easily obtainable Bread is also made and supplied in all the principal towns, by both natives and foreigners.

ROADS.—"Japan is almost entirely destitute of roads worthy to be called such; only a few miles in the vicinity of Yokohama, which have been made since the influx of foreigners, being practicable for carriages. A portion of the Tokaido, between Tokio (Yedo), Yokohama, and Odawara, is also passable, but at great risk to vehicles. The remainder of the Tokaido and Nagasendo, the so-called great trunk roads of Japan, running from north to south of the main island, are quite impassable for any kind of vehicle." They are, however, making roads in different parts of the country. The post is kept up by runners. A small kind of horse of a hardy and useful description is very numerous; and racing is common among both the foreign and Japanese communities. A breed of black cattle also prevails, to a considerable extent, in some parts of the country, and is largely used as a beast of burden; and also, now, as an article of consumption, yielding tolerably good beef. Sheep and goats are imported from China; the former in considerable quantities for the foreign butchers. A small kind of deer and wild boars are common in many districts; pheasants, hares, and wild fowl are plentiful, and are allowed to be shot under certain restrictions; also foxes and red-faced monkeys. The stork is seen in the towns.

MINERAL PRODUCTS.—Lead, near Hakodadi, in Yesso, the northern island, mixed with an alloy of silver; copper, at Oracas. Coal at Osaka and near Nagasaki, but not much worked. Gold and zinc are said to be plentiful. Good iron, for steel; with antimony, mercury, and petroleum. There are sulphur baths at Urisino and Takeiwa, near the coal mines. Hot springs at *Kiga*; also, at *Hakona*, near a lake 3,000 feet above the sea. The saline baths at *Atami*, near the coast, are spread over a considerable area, and boil up with an explosion of steam, six or eight times a day. It is crowded with hotels and tea-houses. Oranges, camphor trees, and fish are plentiful.

MANUFACTURES. — Beautiful silk and crape fabrics; enamel vases. Paper, of which seventy-seven different kinds are made, not from rags, but from the bark of trees; it sells at four quarto sheets the farthing. Good cabinet work; inlaid woods; and miscellaneous "curios." Lacquer goods, tables, chairs, cups, &c., basket work; porcelain, some thin as an egg-shell. The rudiments of many arts and sciences have been learnt from the Dutch. There is a dockyard at Yokoska, near Yokohama.

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LANGUAGE.—The spoken language is comparatively easy and soft, and, unlike the Chinese, the Japanese are able to pronounce the letter "R" with the same facility as a European; it being, in fact, one of the most frequently recurring letters in the language. "L" is difficult. A grammar of both the written and spoken language has been published by Mr. W. G. Aston, of the British Legation (Finlay and Son, Belfast); and an excellent dictionary, by D. Hepburn, of the American Presbyterian Mission, Yokohama, and printed at the Mission Press, Shanghai. The written language is complicated; it consists of a hieroglyphic system, adopted from the Chinese eight centuries ago; and of a phonetic system of forty-seven symbols in two alphabets besides, all mixed together, sometimes in a bewildering way. It takes a native 10 or 12 years to learn it properly. They write in columns, from top to bottom, beginning at the last page, and going from right to left. Chinese is in common use over the shops, &c., and learners of Japanese are recommended by Sir R. Alcock to begin with the Chinese as a foundation. A grammar has been published by Alcock, and a dictionary by Pfitzmayer; Gutzlaff has published the Gospel of St. John in Japanese. "Sinara" is "good-bye."

MANNERS AND CUSTOMS.—The Japanese rest themselves, not by sitting, but by squatting on their heels or toes. Clean paper mats, stuffed with straw and edged with silk, are used for sleeping on, with a small paper pillow, about 6 inches high, for the head. Their houses consist of a ground floor, open to the street, and a top storey. A room is usually estimated by the number of paper mats, on which they sleep. Thus, they speak of "a room of twelve mats," the regulation size of the mat being 6ft. 3 in. by 3ft. 2in. and 4in. thick. The men ornament themselves with figures of dragons, lions, tigers, &c., and dress in sober black or dark blue. The women dress in gayer colours. They wear pattens, or sandals, 6 inches high, fixed to the great toe. When married, they varnish their teeth with black, and dye their lips a deep red. They also pick out their eyebrows, and stain their necks with rice flowers. The Japanese, though tricky as traders, where they have an opportunity, soon learn the advantage of bearing a good character, and of conducting themselves accordingly

On the whole, the Japanese way of life is simple. They call themselves a race of poor fishermen, who have risen to greatness by temperance and frugality, which they still profess their desire to cultivate.

GOVERNMENT.—Japan was governed by a feudal aristocracy, styled *Daimios* (or Princes), who held the land, and kept a large number of retainers and men-at-arms. They numbered about 270, divided into six or seven classes, about sixty being in the first class; their revenues ranged from a million to £15,400. The Prince of Satsuma owns the Loochoo Islands.

From the first three great families the Tycoon, residing at Yedo, was chosen, in case of failure of heirs. This dynasty was founded by Gongin Sama, in the seventeenth century; and bore the same relation to the Mikado that the late Peishwa in India did to the Rajah of Sattara.

This Mikado, or Dairi (*i.e.* the Great One), is descended, it is said, in a long unbroken line, through males and females, from Simmoo, the founder, in the year 650 B.C. As Suzerain, his sanction was requisite to give validity to the acts of the Tycoon, the Shogun and Commander-in-Chief, as well as *de facto* emperor; and while he reigned, the other governed, the real power being in the hands of the Tycoon, or his advisers, with whom political negotiations were carried on, and the late treaties with foreign powers were concluded. This double form of government was in existence from 1585, if not from the time of Yoritorno, in the twelfth century. The powers of government were in the hands of a Kokushi, or great Council, of the more ancient Daimios; and a Gorogio, or executive Council, of five Daimios of modern rank. All officials ran in couples like the government; one to speak, the other to observe; and the spy system flourished throughout, everybody in authority being carefully watched. All this is now changed, and the Mikado (a name signifying "Son of Heaven") has resumed his proper place as actual Emperor. This revolution began with the capture of Hakodate, 1869, and terminated with the defeat of Satsuma, Cho-Siu, and other great feudal leaders, 1877; after a final rising which lasted nine months, and cost the

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State many million dollars. The fiefs of the Daimios are now transferred to the Mikado. Their old castles are ruined or deserted; many of their former owners being still alive. They rank as huazoku or noblemen. Formerly the territory of each Daimio was a sovereignty in itself, governed in cases by a Secretary of State and other ministers. Some also possessed large bodies of troops, and caused the Government some trouble to subdue them. Seppuku, harakiru or harakiri ("self dispatch," not the "happy dispatch" as it has been called), or else dispatch by a friend's hand, was formerly a privilege of the Samarui or gentlemen of the military class when condemned to die. These bullies, who carried two swords as sharp as razors, often attacked foreigners; but, since death by the common executioner was substituted, these attacks have ceased.

The succession of Tycoons, latterly, is as follows:—Minamotto Jejoshi, after a reign of seventeen years, was killed, and was succeeded by his son, Minamotto Jesado, a minor, who died of epilepsy in 1858, at the time of Lord Elgin's visit. He is also succeeded by a minor.

Ikomono-no-Kami, the Gotairo, or hereditary Regent, was murdered in 1860, and no fresh Regent has been appointed. The Government is an absolute monarchy, the Mikado being the ruler, and having absolute authority in all things temporal and spiritual. He is assisted by a Council of State. There are several departments of Home, War, Navy, Finance, Public Works, &c., over each of which a minister presides. There is a Prime Minister called Daijo Daijisa, at present named Sanjo Saneyoshi. A female is permitted to rule, but she must have a consort. A parliament has several times been promised to the country, but has never been called yet. Some of the native journals (of which there are a large number), have been advising the Government to adopt this for a long time. Japan has both a navy and army; with schools all over the country, in many of which English is taught. Telegraph to all the chief towns.

The present Mikado, Moutz Hito, succeeded to the throne in August, 1868.

HISTORICAL EVENTS:—

1278. Marco Polo, at Pekin, hears of a great island in the Yellow Sea, called Jippun, and which he styles Zipangu, or Cipango.

1542-5. Japan first made known by three Portuguese, who were driven on the coast by stress of weather. A treaty was concluded by which a ship was allowed to carry on an annual trade.

1549. Hansiro, a converted Japanese, flies to Goa, and persuades Francis Xavier to head a Jesuit mission to his native country. It is received with kindness; Christianity spreads; fifty churches, hospitals, convents, and schools are built; and intermarriages are made.

1585. Tako Sama succeeds as Koboe, or Tycoon.

1587. A Japanese embassy is sent to Pope Gregory XIII., and visits Portugal and Spain. The same year, an edict of Kubosama banishes the missionaries, and orders the churches to be razed, and schools, &c., to be suppressed.

1597. The number of converts estimated at 400,000 Twenty-three priests were crucified, who, in 1860, were canonised at Rome.

1600. *Will. Adams*, a Kentish man, acting as pilot to a Dutch East India ship, is thrown on the coast, at Bungo, near Osca. He died at Firando, in 1619. He was made a chief, called Anjin Samu, and is buried at Yokoska, where his tomb has been restored by Mr. J. Walter, of Yokohama.

1613. A treaty concluded with James I.; and an English factory settled at Firando, but it turns out to be unprofitable.

1637-40. Extermination of the Christian converts at Simabara, their last settlement, near Nagasaki. An edict issued that no native is to leave his country on pain of death. The only foreign settlement allowed was that of the Dutch, at Decima, or Nagasaki.

1854. Japan reopened to the moderns by the visit of Commodore Perry, of the United States and of Admiral Stirling, in a British man-of-war.

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1857. The Russians and Dutch conclude treaties, opening trade at Nagasaki, Simoda, and Hakodadi.

1858. Treaties concluded by the United States; and by Lord Elgin and Baron Gros, on the part of England and France—the former signed 26th August.

1859. 6th July. Sir R. Alcock lands as Her Majesty's envoy at Yedo.

1860. Japanese Embassy visits the United States. Count Enlemberg concludes a Prussian treaty.

6th July. English legation attacked, and Messrs. Oliphant and Morrison wounded.

In September, H.M.S. *Camilla* leaves Hakodadi for Yedo, and is never heard of afterwards. She is supposed to have foundered in the typhoon of 9th September.

1861. 15th January. Mr. Henskin, the American secretary, murdered. The foreign ministers retire to Kanagawa.

1862. The Japanese embassy visits England, France, Holland, Prussia, and Portugal, to obtain a postponement of the treaty for opening Osaca and other ports.

July. The legation was attacked by bravoes, and a corporal killed.

A subsequent attack was made at Yokohama on a party riding in the country, by the followers of the Prince of Satsuma, and Mr. Richardson was killed.

1864. Simonoseki taken by the British, French, and Dutch Ships.

1869. The Duke of Edinburgh visits the Mikado.

1874. The reigning Mikado issues an edict, which freely opens the country to strangers and gives toleration and legal protection to Christianity.

1875. Japan gives Saghalien to Russia, in exchange for the Kurile Island.

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SKELETON ROUTE XXII.

OUTWARD.

LONDON to MARSEILLES, PORT SAID, SUEZ, ADEN, MAURITIUS, AUSTRALIA; or LONDON to the CAPE and MAURITIUS.

French Messageries Steamer for Australia leaves Marseilles every fourth Wednesday for Port Said, Suez, Aden, Mahé (Seychelles), St. Denis (Réunion), Mauritius (Port Louis), Adelaide, Melbourne, Sydney, and Nouméa (New Caledonia).

Passengers from London, across France, should leave by the previous Friday, at latest. Cargo only is taken in the Messageries Steamer (8 days), leaving Victoria Docks, every other Saturday.

Castle Steamer (D. Currie), periodically, from London and Dartmouth to Madeira, the Cape, and Mauritius.—See Route 25.

Distances.—Marseilles to Port Said, by sea, 1,548 miles; to Suez, by Suez Canal, 87 miles; to Aden, 1,308 miles; to Mahé, 1,395 miles; to Réunion, 972 miles; hence to Mauritius, 122 miles.

Time of Journey.—About 22 days from Marseilles to Mauritius, viz.: 7 to Suez, 5 to Aden, 6 to Mahé, 4 to Mauritius. Two days more from London. From Mauritius:—To Adelaide 18 days, Melbourne 2, Sydney 3, Nouméa 6; or 51 days from Marseilles. The monsoon blows June, July, and August.

Fares.—Tickets to Marseilles, £5 18s. to £7 6s., by rail. Marseilles to Mahé, Réunion, or Mauritius, by steamer—single berth: £60, 1st class; £48, 2nd; £21, 3rd. To Adelaide, Melbourne, or Sydney, £65, £52, £23. To Nouméa, £75, £60, £26. Reserved accommodation, 50 per cent. extra. Return Tickets are issued. Children under three years, free; three to ten years, half-price. Servants, as 3rd class. Table wine or beer is included.

Luggage.—In the steamer, 3 cwt. are allowed to 1st and 2nd class; overweight, 20s. per cwt., or 14s. beyond Suez.

HOMEWARD.

NOUMÉA, SYDNEY, and MAURITIUS to ADEN, SUEZ, and MARSEILLES.

French Messageries Steamer leaves Nouméa every fourth Monday, Sydney every fourth Saturday, Mauritius every fourth Monday or Friday, for Aden; thence to Marseilles every fourth Friday.

Castle Line from Mauritius, *viâ* the Cape and Madeira.

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ROUTE XXII.

LONDON TO MARSEILLES, PORT SAID, SUEZ, ADEN, RÉUNION, & MAURITIUS; THENCE TO AUSTRALIA AND NEW CALEDONIA.

London to **Marseilles**, see Route 11.

Mauritius is not now visited by the P. and O. steamers; but a passage may be got in those of the French Messageries *viâ* Marseilles.—(See p. 297).

Sea voyage from Aden, 12 days. About half-way (7 days), **Mahé**, one of the **Seychelles**, is called at: an English colony subordinate to Mauritius, consisting of coral reefs. Population, 10,000, including a small garrison at *Port Victoria*, and some liberated slaves. Church, Chapel, School. It is under a Chief Commissioner (A. Barkley, Esq.), to the Governor of Mauritius. Mahé Island is 19 miles by 6 miles, a beautiful and healthy spot, with a fine breezy air; hills 3,000 feet high, many rivers and falls, tree ferns 40 feet high, and great palms. It is a good coaling station, and suitable for a naval harbour and docks, having deep water and a coral bottom. There are no hurricanes. Beef, turtle, enormous land tortoises, some 1,000 lbs. weight, and coco de mer (at Praslin Island) are got here. *United States Consul.*—E. Massey, Esq.

St. Denis, in Réunion (as below), is next called at (4 days), and then (1 day) to

MAURITIUS.

So called by the Dutch, in honour of Prince Maurice, 1598; now an English Crown Colony, taken from France in 1810. In the Indian Ocean, 400 miles east of Madagascar; 20° south lat., 57° east long. No telegraph communication open.

Population, 360,360, of whom a few thousands are French and English; the rest being negroes, half-castes, coolies, &c. The coolies are mostly Hindoos from Bengal, and make two-thirds of the population. They receive good wages, and are carefully watched over by a Protector of Immigrants. Area, about 708 square miles, or 435,000 acres; with a circumference of about 150 miles. A French patois is the vernacular tongue. Its productions are sugar, rum, coffee. Cattle are imported from Madagascar, and dried fish from the Cape. Crown land may be bought on certain conditions. Trade, £6,000,000 a year; revenue, nearly £750,000; debt, £837,000.

Port Louis, on the east coast, is the capital; its harbour is spacious, and has three graving docks, but, in the hurricane months, is unable to shelter more than eighty or ninety ships. Thermometer averages about 77°, and the climate is healthy, though hot.

GOVERNOR OF MAURITIUS AND DEPENDENCIES.—His Excellency Sir John Pope Hennessy, K.C.M.G. (salary, £7,000). *Colonial Secretary*, S. C. Bruce, Esq., C.M.G. *Commander of the Forces*, Colonel Hankey, C.B. *Chief Judge*, Hon. E. P. Leclézio. *Bishop*, Rt. Rev. Dr. Royston. *Roman Catholic Bishop*, Rt. Rev. Dr. Scarisbrick. *Church of Scotland*, Rev. G. M. Irvine.

The *Dependencies* are groups of islands, mostly coral, within a range of 700 miles—officially described, as the Seychelles (34 islands), the Amirantés (11), the Detached Islands (12), and the Oil Islands (11). Population, about 14,000, of which 13,000 are in the Seychelles. These Dependencies include **Rodriguez** (330 miles east)—*Chief Commissioner*, J. C. O'Halloran, Esq.); the **Chagos Archipelago**, including Diego Garcia and Peros Banhos; with Agalega, Cöetivy, Six Islands, Cargados Carajos, &c. The Seychelles and Amirantés Islands are under a commission financially separated from Mauritius.

HOTELS.—British; Dutch; Royal; and several others. Tariff—4 to 5 dollars (17s. to 20s.) per diem for board and residence; all drinkables extra.

BANKS.—Commercial Bank; Oriental Banking Corporation.

COINS.—The currency is rupees and cents in which all accounts are kept.

1 franc=10d. 1 Spanish dollar, 4s. 4d.

WEIGHTS AND MEASURES, on the mètre system:—
100lbs. French=108lbs. English.
15 feet „ =16 English.
Velte, Dutch =2 gallons English.

CONSULS.—United States, T. Prentiss, Esq.; France, C. F. Laplace, Esq.; Italy, A. A. Povah, Esq.; German, H. Stein, Esq.

NEWSPAPER.—*Overland Gazette.*

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RAILWAY.—Two lines called the North, and the Midland, 87 miles long, are opened.

STEAMERS.—Agents to French Messageries Company, Blyth Brothers. Their steamers arrive from New Caledonia, Australia, Réunion, and Suez, and leave every four weeks. Castle Line (D. Currie), to and from the Cape.

HARBOUR MASTER.—Capt. Craufurd, R.N.

OBJECTS OF NOTICE.—The Government House; Custom House; Theatres; Fortifications; Barracks; Hospital; Arsenal; Navy Yard; Royal College and Schools; Institute; Public Library and Museum; Royal Alfred Meteorological Observatory; Prison and Reformatory. A dry dock has been erected, 350 feet long, 80 broad, and 22 deep, for the use of vessels. Here are statues, by D'Epinay, to the late Governor Stevenson, and to the sculptor's father, A. D'Epinay, a lawyer, and a benefactor to the island.

IN THE VICINITY.—The Peter Botte Peak, on the north side, 2,850 feet high; Morne Brabante, 3,000 feet; Forests of Maheburg, Savanne, and Falcq; and the Sugar Plantations and Boiling Houses. A visit to one of these plantations will afford the traveller much interest and amusement. Good stag-hunting; fish and fruit good and plentiful. The island is singularly picturesque, and is intersected by three chains of mountains abounding in the best ebony in the world. About 40,000 eucalyptus trees have been planted, and the forests are carefully extended. Bones of the extinct bird, the Dodo, have been lately found.

A full account of the island and its various attractions will be found in an interesting work written by the former United States Consul, Mr. Pike, entitled *Sub-Tropical Rambles in the land of the Aphanapteryx* (a bird so called); see also J. G. Baker's *Flora of Mauritius and the Seychelles*. Here Lord Lindsay had a station, in 1874, for observing the Transit of Venus; besides the Government one at Rodriguez (300 miles east).

In 1867, Mauritius suffered fearfully from an epidemic brought over by the coolies from India, which attacked high and low, and carried off 25,000 persons, including 15,000 in Port Louis alone. A hurricane on 4th March, 1868, sent nearly all the fifty vessels in harbour ashore, and made 50,000 persons houseless.

RÉUNION.

Formerly Bourbon, and belonging to France, is about 120 miles west of Mauritius, towards *Madagascar*, which is 250 miles distant. It consists mostly of extinct volcanoes, 7,000 to 10,000 feet high. Population, about 180,000, including 40,000 coolies in the sugar works. It is very fertile, but subject to terrific hurricanes.

ENGLISH CONSUL.—A. A. Annesley, Esq., Resident at **St. Denis**, the chief port of the island. The French Messageries steamer (agent, Mons. Z. Bertho) arrives and leaves, on the way to and from Mauritius, every fourth week.

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SKELETON ROUTE XXIII.

OUTWARD.

JAVA ROUTE.—LONDON to PORT SAID, SUEZ, COLOMBO, SINGAPORE, BATAVIA (JAVA); and LABUAN (BORNEO).

To Singapore, see Route 21.

Peninsular and Oriental Steamer arrives at Singapore about every other Friday or Tuesday.

Messageries Steamer arrives at Singapore about a week later, and transhipps fortnightly for Batavia.

Netherlands India Company's Steamer, direct from Amsterdam every 10 days, for Southampton, Marseilles, Suez, Padang (Sumatra), and Batavia.

Rotterdam Lloyd, to Southampton and Java.

Packet from Singapore to *Labuan*, in Borneo, in about 4 days.

British India Company's Steamer (British India Association), with the Queensland Mail, every 4 weeks, from London to Plymouth, Suez, Aden, Batavia, 8,625 miles; thence to Thursday Island (Torres Strait), Cooktown, and Brisbane, 3,686. Aden to Zanzibar, Mozambique, and Delagoa Bay, every 4 weeks.

Passengers. — East of Suez, 2nd class accommodation is not guaranteed in P. and O. Steamers; except a few berths provided for servants of 1st class passengers.

Distances.—London to Suez, 3,312 miles; to Colombo, 3,401 miles; to Penang, 1,278 miles; to Singapore, 381 miles; to Batavia, 500 miles. Singapore to Labuan, 700 miles. From Batavia, there is communication with Samarang, Soorabaya, Padang, Deli, Atjeh, and other places in Java and Sumatra. *Netherlands India Line*—Amsterdam (Ymuiden) to Southampton, 260 (Dutch sea mile=4 English; thus 65 Dutch=260 English), Gibraltar 1,140 miles, Marseilles 638 miles, Suez 1,636 miles, Aden 1,316 miles, Padang 3,368 miles, Batavia 576 miles.

Time of Journey.—About 39 or 40 days from England, viz.: 37 to Singapore, 2 to Batavia. Singapore to Labuan, 4 days. *Netherlands India Company*—Amsterdam to Southampton, 3 days; Marseilles, 9; Suez, 8; Padang, 20; Batavia, 3.

Fares and Luggage.—To Singapore, see Route 21. Hence to Batavia, about £10 1st class; £6 2nd class; exclusive of wines, &c. Through fares from London (by British India Company), £53 and £39; children (3 to 10 years), half-price.

HOMEWARD.

BATAVIA and LABUAN to SINGAPORE, COLOMBO, SUEZ, and ENGLAND.

Netherland India Company's Steamer leaves Batavia every week, and arrives at Singapore in time for the P. and O. Steamer of same dates. The Labuan packet arrives at the same times.

The French Messageries Steamer (branch line) leaves Batavia every other Thursday.

British India Steamer from Queensland, monthly, to Batavia; thence to Suez and London.

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ROUTE XXIII.

LONDON TO SUEZ, SINGAPORE, LABUAN, BORNEO, BATAVIA, AND THE DUTCH ARCHIPELAGO.

London to Singapore, see Route 21.

Sea voyage (two days) to Batavia. Land is only occasionally lost sight of. The Island of **Lingen** being sighted and passed, the vessel proceeds through the passage between Sumatra and the Island of **Banca** (celebrated for its tin mines); and reaches

THE ISLAND OF JAVA.

Situated between lat. 6° and 9° south; long. 105° and 114° east; on the south of Borneo, and separated at its west end from Sumatra by the Sunda Straits and Java Head. It is 666 miles long, and 36 to 135 miles broad; population, 19,250,000 (one million being Chinese). The mountains in the interior are from 8,000 to 12,000 feet high. It is divided into two districts, viz., *Sunda* on the west, and *Java* on the east. This beautiful island is very fertile, producing rice, sugar, indigo, tobacco, cotton, cinnamon, maize, sago, with coffee and salt, which are Government monopolies. Buffaloes, horses of a small breed, black cattle, and goats abound. Tigers, leopards, jackals, the rhinoceros, as well as crocodiles and serpents, are found. The teak tree (indigenous here) grows in dense forests on the hills; iron, salt, sulphur, and nitre are among the minerals. All the rivers are short; Solo is the principal one. There are nearly forty volcanoes in the island, which was formed by a volcanic upheaval. It is nominally under the *Susuhunan* ("Emperor"), who resides at Solo (or Suracarta), and the *Sultan*, who lives at Matarem (Djiojacarta or Jockio); but the Dutch who first settled here, 1575, are the real masters. The English captured it, 1811, and restored it to the Dutch in 1816; during which short interval it was governed by Sir T. S. Raffles, whose *History of Java* is the best work on the subject. In 1660, the Dutch, after a deadly conflict with the Queen of the Island of Celebes, conquered her territory; and her successor holds his office as a vassal of Holland; thus an insurrection was extinguished, which threatened to spread all over the Netherlands India. The Dutch were sometime involved in a contest with the Sultan of **Achoen** at the north-west corner of Sumatra. Earthquakes and eruptions occur; one of the worst of which happened 28th March, 1879. Another, in 1883, destroyed **Anjer,** 80 miles from Batavia, where ships called for provisions, and Krakatoa Island, 2,625 feet high, in the **Straits of Sunda,** and quite altered the character of the coast, so that the Straits have to be re-surveyed. About 50,000 people were swallowed up.

The **Dutch East Indies** include Java and Madura, parts of Borneo, Sumatra, Bencoolen, Palambang, Banca, the Celebes, Moluccas, Menado, and Timor, with half of New Guinea. Population, 24½ millions. The chief products are coffee, sugar, tin (from Banca), and opium.

BATAVIA—*Railway and Telegraph Station.*

Capital of the island of Java and of the Dutch East Indies, or Archipelago. Steam launch from the anchorage, 2½ guilders. Luggage examined.

PASSPORTS are required.—See Introduction.

Population, 103,000. Lat. 6° south; long. 106° 52′ east. It stands on the Jjeliwong river, amidst swamps, and is a parallelogram, 4,200 feet long, by 3,000. The streets are intersected by canals, and interspersed with trees planted on each side, and crossing each other at right angles, in the Dutch style. Trams run. *Rail* (6 miles) to the new port of Tanjong (Cape) Priok.

HOTELS.—Des Indes; and other good hotels; 8 guilders a day. Claret, 2 guilders; pale ale, 1½ guilder; Seltzer water, 1 guilder per bottle. Fruit, rice, and bread are a good diet; butter and beef are scarce.

BRITISH CONSUL.—N. Cameron, Esq.; Chaplain, Rev. P. Francis.

UNITED STATES CONSUL.—O. Hatfield, Esq.

BANKS.—Chartered Bank of India; Bank of Rotterdam; Chartered Mercantile Bank; Java Bank; Netherland India Co.'s Bank.

CONVEYANCES.—A small barouche with two ponies. The roads are excellent. Post-horses, at the rate of 1½ to 2 guilders per paal (rather less than an English mile), supplied by government. The traveller must purchase a carriage, or hire one; rate, 4 to 8 florins per day.

TELEGRAPH.—To Singapore and England and through the island to Cape Solano; also open to Australia.

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RAILWAYS.—To Buitenzorg and Tjitjoeroek, up the hills, about 50 miles. Total in the Island, about 340 miles, part State lines.

DILIGENCES.—To Samarang, about 253 miles.

STEAMERS.—Netherlands India Company's boats (Agents, Daendels & Co.) arrive here in two or three days from Singapore, in connection with two-week boats of the P. and O. Company (Agents, Messrs. Maclaine, Watson, and Co.) and the French Messageries (Agent, Mr. W. Suermondt). Through Tickets may be had at Southampton, Brindisi, or Marseilles. British India Company (Messrs. Maclaine) to England.

THERMOMETER.—Averages about 83° all the year round. In the sun it sometimes rises to 120°

MONSOONS.—Fair season, April to October. The rainy season, November to April, is at its height in January and February.

COINS.—Silver florin (guilder)=1s. 8d., divided into 100 copper cents., called doits. Doubloons received at the Custom house at the rate of 100 Spanish dollars for 260 florins. Sovereigns pass for 12 florins.

Picul = 125lbs.

OBJECTS OF NOTICE.—Government House (Stadt House); Custom House; Statue of Gov. Coen in Waterloo Square; Batavian Society's Ethnological Museum, rich in antiquities and objects of natural history; Fort, built of coral rock; Town Wall and houses built of lava blocks from the volcanoes; Great Church; Lutheran and Portuguese Churches; Chinese Temple; Opera (twice weekly); Concerts (once a month); Theatre (twice weekly). Here, Captain Bligh, of H.M.S. *Bounty*, arrived, 1789, after his memorable run of 4,000 miles across the Pacific, in an open boat, in which he had been turned adrift, with a few of his adherents, by the mutineers at Tahiti.

OBJECTS IN THE ISLAND. — Ruins of Hindoo Temples; Government Establishment and Dry Dock. The large Citadel at Ryswyk, 2½ miles, strong and admirably planned, and provided with an Artesian well; Horticultural Gardens and Governor's Summer Palace, at *Buitenzorg* (by rail), with a monument to Lady Raffles (1814). Salakh volcanic mountains near it are 8,000 feet high. Fine drive past Toegoe to *Sandanglaya*, 40 miles; a Sanatarium, with Hotel. At *Bandong*, 120 miles from Batavia, is a fine healthy table-land, 3,000 feet above sea, with a volcanic crater in it 350 feet higher.

The ruins of *Brerve-Bulver* are visible at no great distance from the high road and rail betwixt Djiojacarta (Jockio) and Suracarta. The great figure represents Menak Djingo, King of Balanojangan; the female figure represents the Queen Koesvenoe Kentjono Woengoen. All about lie scattered remains of blocks of masonry, columns, altars, and figures of gods and goddesses.

The ruins of **Parambanan**, *Pambanantjanda Sewoe*, or *Thousand Temples*, situated not far from the above, about 4 leagues from Suracarta, are considered the most remarkable in Java. In the centre of an extensive plain, almost a square, rises a great Temple about 60 feet in height. In four or five rows round the chief temple there are about 200 smaller ones of similar architecture, full of carved work. There are eight great statues of seated figures, about 9 feet high, seated two by two at the four entrances. *Mount Merapia* (the largest volcano in Java) rises majestically in the back ground.

The ruins of **Moendoet** are situated in the Residency of Kado, in central Java; reached from Jockio (page 303). A little beyond the village of Moendoet, on the left bank of the Kali Elo, you come to a large octagon truncated pyramid, about the height of 60 or 70 feet, formed of great, square, uncemented blocks of trachyte lava, surrounded by galleries. Its walls are covered with niches, arabesques, and carvings. These ruins were cleared in 1834, by the Resident, C. L. Hartman, Esq.; and an account of them may be found in the "Tijdschrift voor Neerlandsch." In the centre is a colossal male figure, about 14 feet high, formed of a single block of stone. Two figures on either side are 8 feet high; adorned with treble diadems, and decked with rings and other ornaments. They were probably erected by the Hindoos, who formerly had possession of Java. Here the carbonic acid gas rising in the soil burns up the trees; and this is the true Upas—there is no other. Some trees produce a milky poison,

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like the South American wourali (Hingston). The ruins of the great Temple of **Boro-Boudo**, Boro Bodor, or Boer Buddha, are about 1¼ mile from Brodjong-alang, opposite Moendoet, on the right bank of Kali-Progo. It was first described by Raffles. The great pyramid or pagoda is 350 feet on each side, and 200 feet high, in 8 terraces, containing about 472 cells in all, with niched figures of Buddha, many carved bas-reliefs, two lions, &c. They say it was built in three days, of prepared stones, without mortar or cement, by 100,000 men, and without the noise of chisel or hammer.

Kiranea is a volcano, not on a mountain peak as usual, but with an enormous crater 1,000 feet *below* the level of the surrounding country, and about 15 miles in diameter. It contains two lakes of boiling lava, one a quarter mile, and the other three-quarters of a mile in diameter; and fifty cones, some continually vomiting lava and flames.

Samarang.—*Railway and Telegraph Station.* A port, 255 miles E.S.E. of Batavia, on the Samarang River. Landing through the surf. Hotel.

Population, 69,200, many being Chinese.

ENGLISH VICE-CONSUL.—H. Downie, Esq.

STEAMERS.—To and from Batavia and Singapore; fare from the latter, £14.

RAILWAY.—112 miles up the country to Kadongati, for the *Temples*, past *Solo* (Suracarta), Jockio (Djiojacarta), near the South Coast. It runs over a plain, with Japara and Marapia in the distance.

It is the residence of a Dutch Governor, and has a Church, Town Hall, Villas, and Gardens. Damak, near this, was burnt, 1871. Rice, indigo, tobacco, sago, and tapioca are grown.

The road to Sourabaya, along the coast, passes the Valley of Death and the famous *Upas Tree*, respecting which so many fables are current (see page 302).

Suracarta.—*Railway and Telegraph Station.* This place, otherwise called *Solo*, Socracoorta, Socracarta, Soerakajarta, is the seat of the native Emperor, at the centre of the island, now accessible by railway. Population, 100,000. Lat. 7° 34′ S., long. 110° 53′ E. Distances, 56 miles S.S.E. of Samarang; 390 E.N.E. of Batavia.

ATTRACTIONS.—The large, broad, shaded avenues, with streets intersecting each other at right angles. Kraton (square), surrounded by a high wall and ditch, and mounted with heavy artillery. The *Emperor's Palace*, a low building with a tower and marble floors; Villas, surrounded with high walls; European Town; Fort, 800 yards from the Kraton; Dutch Resident's House.

Jockio (Djiojacarta), three hours from Solo by rail. Broad shady streets; Club House; Fort. Sultan's Palace and Gardens; and the old Temple or Palace, a ruin richly carved. Hence to the Temples at Mendoet, Boro-Boudo, and Parambanan (see page 302), by pony cart, thirty miles, across rivers in baskets slung on bamboos. Teak trees in abundance.

Sourabaya, or **Soerabaya.**—*Railway and Telegraph Station.*

On the narrow strait facing the Island of Madura. Population, 120,300. Distance, 115 miles from Samarang; or thirty hours by steamer. Hotel; Club House. Walking sticks, slippers, &c., may be bought.

ENGLISH VICE-CONSUL.—G. Henderson, Esq.

UNITED STATES CONSUL.—G. Von Bultzingelowen, Esq.

BANKS.—Chartered Mercantile Bank of India; Java Bank; Chartered Bank of India; Dutch Bank.

Here are a Governor's house, fortifications, arsenal, dockyards, &c.

RAILWAY through the coffee districts of Passoeroean, and to Kediri, with branches, about 160 miles.

STEAMERS.—To Singapore, touching at Rhio and Mintock, with the monthly mails. Fare, £18, exclusive of wines, &c. To Padang, Macassar, and the Moluccas, on arrival of the Overland Mail, and *vice versa*. An earthquake in the Rhio Islands, 1870, occasioned the loss of many lives.

THE ISLAND OF LABUAN.

About 4 days' sea passage, or 700 miles from Singapore, and 1,000 miles from Hong Kong. It is situated 6 miles from the north-west coast of Borneo; is about 25 miles in circumference, with an area of 45 square miles; and is very eligible

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for a coal depôt, as well as for a harbour of refuge, and station for ships of war. The name is derived from the Malay word, *Laboo*, an anchors It has an elevation of about 70 feet above the sea, and is covered with forest. Kini Balu Peak is in view.

Population of the town of **Victoria**, about 6,000; mostly coloured people, employed at the coaling depôt. Lat. 5° 20′ N., long. 115° 10′ E. Good harbour and a free port. Three sago factories, Temperature, 72° to 90°. Perhaps the best time of the year is at the north-east monsoon, January to April, when the weather is dry and hot. The climate has improved since the jungle was cleared. Rainfall, 140 inches, mostly at night.

GOVERNOR AND CONSUL-GENERAL IN BORNEO (Acting).—His Excellency P. Leys, Esq.

BISHOP.—Right Rev. Dr. Hose.

The sea in this vicinity abounds with fish. The interior is intersected by numerous streams, all but *two* of which are dry in the hot season, but plenty of water is found by digging. Among the products are fruits and vegetables, and good beef, which thrives on the luxuriant grass following the paddy crop. In the north there is a beautiful valley. Most of the streams flow over beds of *Coal*, which belong to the kind called cannel, among volcanic rocks. It runs into cakes when burning, emits much heat and flame, leaves a small quantity of light white ashes, and, when once the fires are made up, does not require raking and poking, or clearing more than once in every four hours, and is equal to any English steam coal. The island is, in fact, one great coal-field, and could supply 200 to 300 tons a day. The mines are leased to the P. & O. Company for forty-two years from 1868, to furnish supplies to the depôts at Singapore, &c.

The island was taken possession of by Captain R. Mundy, of H.M.S. *Iris*, December, 1846, upon its cession by the Sultan of B'rni or Brunei. The late Sir James Brooke, the Rajah of Sarawak, was appointed Governor, and remained here till 1856; acting also as Commissioner to the Sultan and Chiefs of Borneo. He was a Norwich man, who for a time held a commission in the Indian army. Seeing the value of Borneo, he obtained, in 1841, the cession of an independent raj from the Sultan, and successfully governed his people, through a native council of their own choosing, besides putting a stop to piracy.

Consult the works of Admiral Sir H. Keppel and Mr. St. John on Borneo; also, Mr. C. Brooke's *Ten Years in Sarawak;* and C. Bock's *Head Hunters of Borneo.*

Sarawak, the independent raj above mentioned, now held by His Highness Rajah C. J. Brooke, nephew of Sir James, is a strip of land next to Labuan, on the north-west coast of Borneo; area, 40,000 square miles, watered by eleven rivers. Population, 280,000; of the town of **Kuching**, 20,000. It has an English church and schools; good anchorage. The people, formerly notorious pirates, are improving, well-behaved, and intelligent. The surface is hilly; good roads have been made; the climate, though wet, is fairly healthy. The Rajah is absolute head, but is assisted by councils of Europeans and natives. He has three gunboats and fourteen forts; and a surplus revenue of £7,500, with all the apparatus of a settled English Government. Imports and exports, each about £250,000. Chief productions: granite, antimony, quicksilver, gold dust, sago, gutta-percha, pepper, gambier, coral, rattans, and ironwood. Lat. 1° 2′ N., long. 110° 112′ E.

ENGLISH CONSUL.—P. Leys, Esq.

RESIDENT.—Hon. F. Maxwell.

RAJAH'S CHAPLAIN.—Archdeacon Mesney.

GOVERNMENT AGENTS.—Borneo Company, Fenchurch Street.

BRITISH NORTH BORNEO.

A new Settlement under a Company, of which Sir R. Alcock is Chairman. Area, about 20,000 square miles, round Kini Balu, a peak 13,680 feet high, beyond Labuan, at the north corner of Borneo, near Balabac Strait, and Balambangan Island, a former English Settlement. **Sandukan**, or Salah, is the capital.

GOVERNOR.—J. Treacher, Esq.

Coast line 500 miles long, with a good harbour at Elopura (population, 3,000), to which seven rivers run. The officials live there, and at Kudat. Productions, as at Labuan. Some of the trees are 200 feet high.

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SKELETON ROUTE XXIV.

OUTWARD.

AUSTRALIAN LINE (EASTWARD), *VIA* THE CANAL.

LONDON to BRINDISI, ALEXANDRIA, SUEZ, COLOMBO, KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, and SYDNEY; and to QUEENSLAND, TASMANIA, and NEW ZEALAND.

Peninsular and Oriental Steamer leaves London every other Wednesday, Venice every Thursday, and Brindisi every other Monday.—To Colombo, see Route 6. Arrives at Colombo from Suez, Bombay, and Calcutta, and leaves about every other Friday; arrives at King George's Sound (to coal) every other Wednesday; at Adelaide (Glenelg) every other Monday; at Melbourne every other Wednesday; and at Sydney every other Saturday.

Orient Line, *viâ* Plymouth, Naples (10 days later), Brindisi (for New South Wales Mail), and Suez, every two weeks, in 40 days—60 to 70 guineas, 50 guineas, 35 to 40 guineas. 18 to 20 guineas. The "Orient" is 5,400 tonnage. You may break the journey. Between the P. & O. and the Orient Lines there is now practically a Weekly Mail to Australia. **Messageries Steamer** to Mauritius, Australia, and New Caledonia—see Route 22. **British India Co.** to Zanzibar, &c. Also, the **Passengers'** and **Henderson's Lines** (Shaw, Savill, and Albion Co.), in 45 days, to New Zealand; **Money Wigram,** and **Houlder's Lines; Colonial Line** and **Anglo-Australian Line** (occasionally); **Thames and Mersey** (occasionally); **Queensland Mail** (British India Association), and other lines, which run periodically.—See List in Introduction, and the Steamer Lists and Advertisements in *Bradshaw's Guides*.

For the **Westward Lines,** by *Pacific Mail* Steamer, see Route 27.

Passengers.—East of Suez, 2nd class accommodation is not guaranteed in P. and O. Steamers. They run right through the whole Route.

Distances.—London to Suez, 3,302 miles; to Colombo, 3,401 miles; to King George's Sound, 4,000 miles; Glenelg (Adelaide), 1,007 miles; to Melbourne, 485 miles; to Sydney, 560 miles. Total, London to Sydney, 13,145 miles. Melbourne to *Hobart* (Tasmania), 200 miles; to New Zealand, — miles. Sydney to *Auckland* (New Zealand), 1,200 miles.

Time of Journey.—About 52 days from England (40 from Brindisi), viz.:—16 to Suez (by canal), 14 to Colombo, 12 to King George's Sound, 5 to Glenelg, 2 to Melbourne (stop one day), 2 to Sydney.

Fares (P & O. Steamer).—From England (exclusive of wines, &c.), Single berth, 1st class, to King George's Sound, Adelaide, Melbourne, and Sydney, £70. Reserved cabin, £175; Children (3 to 10 years), half-price. Fore cabin, £40. Through Fares to New Zealand. From Venice or Brindisi, £5 less than from England. Through Fares (British India Co.) to Brisbane (Queensland), *viâ* Singapore and Torres Straits, £63 and £42; special return tickets.

Luggage.—In P. & O. steamer, 3 cwt. are allowed 1st class; 1½ cwt. 2nd class. Overweight, £1 per cwt.

HOMEWARD.

NEW ZEALAND, QUEENSLAND, SYDNEY, MELBOURNE, ADELAIDE, KING GEORGE'S SOUND, CEYLON, SUEZ, and ENGLAND.

P. and O. Steamer leaves Sydney every other Wednesday or Friday; Melbourne every 4th Thursday or Tuesday; arrives at Adelaide every other Thursday or Saturday; at King George's Sound every other Monday or Wednesday; at Colombo every other Sunday or Tuesday.

At Colombo, the Calcutta Steamer arrives about one day later; and thence it is about 14 days to Suez, or 29 to England.

N.B.—For description of **AUSTRALIA,** see Route 25. For **Pacific Mail Line,** *via* **San Francisco,** see Route 27.

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SKELETON ROUTE XXV.

OUTWARD.

LONG SEA ROUTE, via CAPE OF GOOD HOPE, to AUSTRALIA, NEW ZEALAND, INDIA and CHINA.—ENGLAND to MADEIRA, ST. VINCENT, ASCENSION, ST. HELENA, CAPE TOWN, MAURITIUS, KING GEORGE'S SOUND, MELBOURNE, SYDNEY, DUNEDIN, AUCKLAND, &c.

Union Mail Line (founded 1853), every two weeks, to the Cape, from Southampton and Plymouth; 20 steamers—the largest 3,000 to 4,700 tons. At Southampton it connects with Antwerp and Hamburg. **Castle Mail Line** (British and Portuguese), or Donald Currie Line, to the Cape, &c., every two weeks, from London and Dartmouth; about 20 steamers—the largest 3,500 to 4,400 tons. Both lines call periodically at Madeira and St. Helena, and connect with the East African coast, to Mozambique, &c. The Castle Line runs (according to date) to Lisbon, the Cape, and East Africa, or to Madeira, Cape, and Mauritius.—See page 307.

Clan Line, *viâ* Madeira, and **South African Line**, to the Cape.

To **Australia**, *via* the Cape. **Orient Line** (occasionally); the Garonne ran in 39½ days, or 14½ from the Cape. **Colonial** and **Anglo-Australian Lines** (occasionally), **Money-Wigram, Green's Blackwall**, and **Devitt & Moore's Lines** (sailing), and other lines. **New Zealand Shipping Company's** Direct Line, Monthly and Fortnightly, *viâ* the Cape, in 45 days, calling at Plymouth; 18 steamers, some of 3,000 to 4,200 tons. **Pacific Mail**, to Australia, *viâ* San Francisco.—See Steamer Lists and Advertisement in *Bradshaw's Guides*.

Distances from England, over sea, via the Cape.—England to Madeira, 1,300 miles; St. Vincent, 2,300; Ascension, 3,700; St. Helena, 4,000 (16 days' steam); Cape Town, 6,000; Port Elizabeth (Algoa Bay), 6,100; Natal, 6,500; Delagoa Bay, 6,800; Mozambique, 7,700; Zanzibar, 8,250; Mauritius, 7,700; Ceylon, 9,300; Madras, 9,850; Calcutta, 10,620; Bombay, 10,200; Batavia, 10,500; Hong Kong, 12,300. Distances on both the *Union* and *Castle* routes, to the Cape are pretty much the same, viz.:—Plymouth or Dartmouth to Madeira about 1,215 miles, St. Helena 3,050 miles, Cape Town 1,690; total, about 5,965 Cape Town to Mossel Bay 250 miles, Algoa Bay 200 miles, Port Alfred 70 miles, East London 65 miles, Durban or Natal 260 miles; or 820 to 845 miles. Average time to the Cape, 20 or 21 days; and 9 or 10 more to Natal (including stoppages). *East African Branch* from Natal—to Delagoa Bay 300 miles, Inhambane 260 miles, Chiloane 215 miles, Quilimane 220 miles, Mozambique 290 miles, Ibo 175 miles, Zanzibar 480; or 1,800 to 1,940 miles from Natal.

King George's Sound, *viâ* Cape Town, 10,900 miles; Adelaide, in South Australia, 11,900; Melbourne in Victoria, 12,450 [hence to Tasmania, 200]; Sydney, in New South Wales, 13,050; Brisbane, in Queensland, 13,500; Auckland, in New Zealand, 14,600 miles.

From Batavia, in the direction of the Cable, to Cape Solano, in Straits of Java, it is 450 miles; thence to Port Denison, Queensland, 1,830 miles; thence to Brisbane, 600 miles.]

Passage.—England to Madeira, 10 days' sailing (quick, or 4 to 5 days' steam), 19 guineas, 13 guineas and 10 guineas. Cape, 40 to 60 days, or 21 days' steam. Natal, 28 to 30 days' steam. Mauritius 56 to 70 days (33 days' steam). Batavia, 80 to 90 days.

To Melbourne and Sydney, 45 to 50 days, £40 to £50 1st class; £25 to £30 2nd class; £14 to £20 3rd class, including rations. To **New Zealand** is 5 to 10 guineas, and about 6 days more. By **Pacific Mail**, 44 days, £74 to £71 10s., 1st class.

HOMEWARD.

AUSTRALIA to LONDON, via EASTERN PASSAGE, by the PACIFIC and CAPE HORN (Magellan's Strait).

Distance and Time of Journey.—80 to 85 days' sail and steam (13,000 miles). The "Great Britain" has done it in 58 days from Melbourne.

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ROUTE XXV.

THE LONG SEA ROUTE, TO INDIA, AUSTRALIA, AND NEW ZEALAND, *VIA* THE CAPE OF GOOD HOPE.

For the Suez Canal Route, in P. and O. Company's boats, see Skeleton Route 24, two pages back. In the Long Sea Route (see page opposite), the islands and places mentioned below are generally touched at, or sighted, going or returning. For Invalids this sea trip is found to be eminently beneficial. It avoids much of the tropical heats of the Overland Route.

By STEAMER, as follows (see *Bradshaw's Continental Railway Guide*):—**Liverpool** *to Madeira* (about six days), the African Company's boats, once a month, and the British and African Company's, three times a month. The same boats go to the *West Coast of Africa*; and to *Teneriffe*. The River Plate Line from Liverpool to Madeira monthly.

The Mail Steamers of the Castle Mail Packets Company and of the Union Steamship Company (see advertisements) call three times every month at *Madeira;* the former leaving **London** every alternate Tuesday (Friday noon from **Dartmouth**—Agent, E. M. Turnor), and the latter sailing every other Thursday from **Southampton** (Friday from **Plymouth**—Agents, Waring and Co., Milbay); for Cape Town, Mossel Bay, Algoa Bay, Port Alfred, East London, and Natal. The Union Steamers always call at *Madeira;* the Castle Packets call alternately at *Lisbon* (2½ days) and *Madeira*. Fares from England by either Line to Cape Town (21 days) £36 15s to £15 15s.; Mossel Bay and Algoa Bay, £39 18s. to £16 16s.; Port Alfred and East London, £42 to £17 17s.; and to Natal, £44 2s. to £18 18s. Passengers for St. Helena (£36 15s. to £15 15s.) and Ascension, *viâ* St. Helena (£44 2s. to £18 18s.), may also book by either Line. The trip by either Company is remarkably safe and pleasant. The Fares include a liberal board, with an allowance of baggage. Beer, wine, &c., are extra. From Cape Town or Natal passengers may continue their voyage to Mauritius or to Delagoa Bay and the Mozambique Coast, by the four-week steamers of the Castle Mail Packets Company, which connect at Mozambique with the system of the British India Steam Navigation Company, for Zanzibar, Aden, India, and the Persian Gulf. *Southampton to Lisbon and St. Vincent* (Cape de Verde), by Royal Mail, in 10 days; twice a month.

Leaving London, the ship clears out at Gravesend, passes the Nore and Downs, and proceeds down Channel to Dartmouth (100 miles from Southampton, 35 miles from Plymouth). Or, leaving Southampton, it proceeds to Plymouth. After crossing the Bay of Biscay no land is visible till Porto Santo is approached; hence to Funchal, the principal roadstead of Madeira, in view of Loo Rock and the Dezertas.

MADEIRA.

When first sighted, looks like a castle rising out of the sea. Funchal lies at the base of the mountains, on the south side of the island. Madeira combines almost every European comfort, together with every tropical luxury. Any degree of temperature may be enjoyed between the town and the Ice House. Myrtle, geranium, rose, wood strawberry, and the violet grow in wild profusion, with grapes and other fruits. The shores are so rocky and precipitous that steamers do not anchor, but go close in to receive passengers.

FUNCHAL.

The capital of Madeira, belonging to Portugal, 1,900 feet above the sea. Population, about 18,200. Hereabouts, 30° to 35°, are the "horse" latitudes, a region of occasional calms.

Lat. 32° 38′ N., long. 16° 56′ W. Distant from Southampton, 1,332 miles; Lizard Point, 1,164; Lisbon, 535; Coast of Africa, 350; Santa Cruz, in Teneriffe, 260; the Azores, 500 to 600 miles. Customs duties are high. The people sell embroidery work, jewellery, &c.

BRITISH CONSUL.—G. H. Hayward, Esq.

UNITED STATES CONSUL.—L. Dupont Syle, Esq.

BRITISH CHAPLAIN.—Rev. R. Addison. Church of Scotland Service.

ENGLISH PHYSICIAN.—Dr. Grabham; and others. Provision is now made for sending a certain number of consumptive patients from the Brompton Hospital to Madeira.

HOTELS AND BOARDING HOUSES.—Charging about £10 per month, with every comfort. Santa Clara; Royal Edinburgh; Miles's; Carmo; German; Jones's & Faikner's Private Hotels.—See *Bradshaw's Continental Guide*.

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Where there is a family, it is better to rent a villa, or "quinta," for the winter; to be had, furnished, from £50 to £150, for the season, according to the accommodation required. The principal tradesmen will provide everything, servants, food, &c. (except wine, linen, and plate), for £30 and upwards per month. Servants' wages are moderate. Meat, 4d. per lb.

BOOKSELLER.—Sheffield's. Newspapers, &c., at the English Club.

BANKS.—Crohn Brothers and Co.; Blandy Brothers and Co.; Cossart, Gordon, and Co.

STEAMERS to London, Southampton, Dartmouth, Plymouth, Liverpool, Lisbon, Azores. AGENTS to Union Mail and Castle Mail Lines, Messrs, Blandy Bros.

COINS. — Portuguese silver, Spanish dollars. English sovereigns, and American eagles are current. Accounts are kept in rees (an imaginary coin).

1000 rees = 1 milree. = 4s. 5½d.
Sovereign = 4½ milreis.

WEIGHTS.

22 lbs. = 1 arroba.

4 arrobas = 1 quintal = 100 lbs. avoirdupois.

CLIMATE.—Average, 70°; in the winter seldom below 60°. The hot wind raises it to 90°. A sea breeze blows daily. Nights are balmy and clear, even in midwinter. The climate is equable, but relaxing, with little rain; and so mild, on the whole, that fires are not used in winter, and invalids may be out of doors all day long.

REMARKS.—This island is the principal of a group, including Porto Santo, subject to the Portuguese, who rediscovered them in 1419, after their discovery by the Spaniards in 1417. It is a mountainous ridge, 31 miles long, and 12 broad, and has some warm springs, with a few thin mountain streams in the interior; no ponds are seen. The soil is volcanic and dry, with deep ravines and valleys. One valley, sixteen miles from Funchal, the *Coral*, or Curral, is 2,000 feet deep. Pico Ruivo, in the middle of the Island, the highest peak, is 6,250 feet high above the sea. Penha d'Aquia, or Eagle's Rock, near this, is a striking basalt cliff, something like Gibraltar. Paul da Serra is an inland plain 5,000 feet high, to the west of the central peaks. The precipices round the coast rise 1,000 to 2,000 feet above the water. Madeira wine (which used to make a voyage to the East Indies and back before it was used) is now scarce, disease having destroyed most of the vines since 1852; but the vintage is gradually recovering, and the produce is now up to what it was, viz., about 10,000 pipes. Sugar and coffee are grown. The sweetmeats and candied fruits are delicious.

OBJECTS OF NOTICE.—Governor's Palace, and S. Iago Fort, on the Praça Walk. Town Hall Library; Old Castle, on a steep black rock called Loo Rock, 3,900 feet above the level of the sea, the residence of the Ex-Empress of Brazil. Fortifications; Cathedral, the roof and beams of which are of cedar; Church of Our Lady of the Mountain, with its much venerated image; English Church, beautifully situated in the suburbs. Santa Clara Convent; Franciscan Convent, with the walls and ceiling of a chamber covered with human skulls and thigh bones of men who have died here. Theatre (now a wine store). Pontinha Column, on the beach; Hospital; new Lazaretto, at the mouth of a fine gorge. Sta. Anna, behind the town, is a good point of view.

The houses are built of freestone, with lattice shutters, and only a few have glass windows. The streets are dirty and narrow, with streams of water flowing through them. On the precipitous roads, oxen, ponies, and hammocks are the only means of transport; the horses are excellent climbers—as active as dogs. Horse hire, 1s. 3d. per hour. The rides and excursions up the mountains, which commence immediately above the beach, are exceedingly beautiful and interesting, and are enlivened by the picturesque quintas (villas) of the opulent merchants and residents. Old Church at Sta. Cruz.

Away to the N.W. are the **Azores**, a Portuguese group of 9 volcanic islands, 800 miles west of Lisbon.—See Route 26.

From Madeira to St. Vincent, in all probability, the *Peak of Teneriffe* (which is 12,180 feet above the level of the sea) will be discerned at a long distance, high up in the clouds. It is the culminating point of

Teneriffe, or Tenerife, one of the **Canary Islands**, a Spanish group of seven or eight volcanic islands, lying off the west coast of Africa,

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about 250 miles south of Madeira, and 800 miles from the Cape de Verde Islands. The African Company's steamers call here. Palmas, the capital, in *Gran Canaria*, was first colonised in 1493. Like the Cape de Verde group, these islands are subject to excessive droughts. Total population, 235,000. At Villa Orotava, in Teneriffe, are remains of a famous *Dragon Tree*, supposed by Humboldt to have been 6,000 years old. It was blown down, 1867.

ENGLISH CONSUL.—H. Dupuis, Esq. Telegraph to England, *viâ* Cadiz, 1s. 5d. per word.

Lanzarote is a good harbour, 90 miles east of Cape Juby, in Africa.—See *Bradshaw's Continental Guide.*

ST. VINCENT.

One of the **Cape de Verde** Islands, a Portuguese group; so called from a *green* plant, sargasso, which grows in the sea near them, resembling the watercress, the fruit of which is not unlike the gooseberry; and which sometimes lies so thick on the ocean as to impede vessels in their course. It is situated off the West Coast of Africa, 30 miles in circumference, having good shelter on the north-west side, and is a free port and coaling station. Productions—apples, gourds, oranges, wild pigs, and wild goats.

Lat. 17° 30′ N., long. 25° 30′ W. About here (25° to 30°) the N.E. trades blow, favourable and steady, with pleasant weather and an equal temperature.

Population, 10,000.

BRITISH CONSUL.—E. Goddard, Esq.

HOTELS.—British; Donna Maria, &c. Tariff—16s. to 20s. per diem (4 to 5 milreis), exclusive of all drinkables.

CONVEYANCES.—Donkeys and horses, 1 pataca per diem. Boat Hire, ½ pataca per diem.

STEAMERS.—The Royal Mail Company's Brazil steamers call here; also, the French Messageries Company's vessels to Lisbon (Agents, Visger and Miller); Union Company (Agents, Blandy Bros.); and Donald Currie (Castle) Line.

OBJECTS OF NOTICE.—Governor's Palace; Custom House; Barracks and Fort; Hospital; Churches.

Thermometer averages about 77°. The climate is healthy, but subject to long droughts. In 1833, half the population was destroyed by drought.

REMARKS ABOUT THE ISLANDS.—These islands, discovered in 1446, belong to Portugal, and are stated to have been known to the ancients by the name of *Gorgades*, but when re-discovered were almost uninhabited. They now contain a population of 100,000, and lie about 400 miles west of the African promontory of the same name. They are about twelve in number, the largest being *St. Jago*, to the southward, on which stands *Porto Praya*, the capital. Adjoining it, Fogo or Fuego, a smoky peak, 7,890 feet high, of which frequent tremendous eruptions are recorded. The exports are chiefly leather, salt, and salted turtles

Cross the Tropic of Cancer, 23½° N.; the days shorten, with fine runrise and sunset. Flying fish seen.

From Cape Verde Islands, the African Company's steamers proceed to **Bathurst**; on the Gambia, to **Sierra Leone**, and down the Guinea Coast to **Cape Coast Castle**; a settlement which has the Ashantee, Fantee, and other warlike tribes at the back of it. **Coomassie**, the Ashantee capital, taken by Sir G. Wolseley's forces in 1874, is about 120 miles from Cape Coast. These now form part of the *West African Settlements*, under His Excy. A. Havelock, Esq., C.M.G., at **Freetown**; and His Excy. Sir F. Rowe, K.C.M.G., at **Accra.**

From St. Vincent to Ascension Island is a sea voyage of about eleven days. No land is sighted during this portion of the voyage, but the weather qecomes intensely warm as the western coast of Africa is approached, and the traveller should avoid sleeping on deck or exposing himself in any way to the sun or night dew. The tropical moonlight is beautiful in the extreme. At about 10° latitude, equatorial calms or "doldrums" prevail; average temperature, 80°. The Southern Cross comes into view. The sun is vertical here and there at noon, and casts no shadow. *Cross the Line* at 0°; Neptune comes on board; days and nights are equal. In the South Atlantic the South-East Trades blow, and the days lengthen.

ISLAND OF ASCENSION.

An English naval settlement and victualling station, under the Admiralty, in the South Atlantic Ocean, 960 miles from Cape Palmas, in Africa, and 800 miles north-west of St. Helena. Population

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(1871), 270, mostly invalids. Lat. 7° 56′ S., long. 14° 24′ W. Area, 34 square miles. Steamers call here about every five weeks.

VESSELS to India, China, the Cape, and the African Settlements touch here occasionally.

CONVEYANCES.—Mules and horses.

REMARKS.—It was made an English settlement in 1815. The climate is extremely hot, and yet healthy. It was discovered on Ascension day, 1501; is 8 miles long, and 6 broad, of volcanic formation, and rises to a height of 2,870 feet in the south-east corner, where the Naval Hospital is placed. Its appearance is rugged and barren, although some portion of it has been cultivated with vegetables for the supply of vessels touching *en route* from the Cape. Immense quantities of sea birds and turtle are caught here. Castor oil and pepper plants.

NAVAL OFFICER IN CHARGE.—Captain Parsons, R.N.

At GEORGE TOWN are the Governor's House; Naval Yard; Barracks; Hospital; Post-office, to which letters come *viâ* St. Helena.

From Ascension to St. Helena is a sea voyage of about six days down the Trades; no land being visible.

ST. HELENA

In the Atlantic Ocean, about 1,200 miles from Lower Guinea, in Africa: 4,000 miles, or fifteen days' steam from England. Population (1871), 6,241; of which eight-ninths were island-born, 220 belonged to the garrison, and 565 were liberated Africans. Area, 47 square miles.

Capital, James Town, in lat. 15° 55′ S., long. 5° 49′ W.; population (1881), 5,060. So named after James II., and lies inside Munden's Point, in a gorge.

HOTELS.—Commercial and others. Tariff—15s. to 20s. per diem for board and residence, exclusive of all drinkables. Barracouta fish is good eating.

You mount up Ladder Hill to the interior, by a zigzag, or 750 steps. Horses and carriages can be obtained to make excursions across the island, to Longwood 7 miles, among geraniums and aloes.

COINS.—English currency and weights are used.

STEAMERS.—Castle Mail Co.'s and Union Co.'s steamers from England call here periodically. Agents—S. Moss, Gideon, & Co. About 500 vessels to India, China, the Cape, Australia, and England, occasionally touch here for water and fresh provisions.

GOVERNOR.—His Excellency H. R. Janish, Esq. Colonial Secretary, B. Knipe, Esq. Chief Justice——. Bishop, Right Rev. Dr. Welby Senior Officer in Command, Colonel Philips.

UNITED STATES CONSUL.—J. Macknight, Esq.

OBJECTS OF NOTICE.—The Governor's Residence; Churches; Hospital; Gaol; Theatre; Barracks; Fortifications; Arched Gateway, at the entrance of the town; Parade Ground, 100 feet square; Castle: Company's and New Gardens. There are eleven Churches and Chapels, and eighteen Schools. The site of *Napoleon's Tomb* and Residence on a hill at Longwood was ceded to the French in 1857 by the British Government; his remains having been given up and conveyed to Paris in 1840. The one storey House, and the *Willow Tree* at the grave, still remain for the gratification of visitors; and were visited by the Empress Eugénie, 1880. On his first arrival he lived at the Briars.—See Mrs. Abel's *Recollections*.

REMARKS ABOUT THE ISLAND.—It is 10½ miles in length, 8½ in breadth, and 25 miles in circuit being edged by high inaccessible cliffs all round, especially on the north side, where they rise 450 to 2,000 feet high. The island is surrounded by a reef 1½ mile wide, with 60 to 70 fathoms water on it, deepening at once to 2,000 fathoms (J. C. Melliss's *St. Helena*, 1875). The only approaches are James Town, the capital, on the north-west side, in Chapel Bay; Rupert's Bay; Lemon Valley; and Sandy's Bay. Its centre is a table-land, 1,500 feet high; with Diana Peak rising to 2,700 feet. The bare hills show evident marks of a volcanic origin containing huge rocks of lava, and half-vitrified flags. This island was discovered by the Portuguese, in 1501, on St. Helena's day; hence the name. In 1673 Charles II. gave it to the East India Company; and it is celebrated as having been the place of exile of Napoleon, where he died, 5th May, 1821. The climate is temperate and genial, yet moist, but exempt from the extremes of heat and cold, thunder and lightning, and hurricanes. Thermometer averages about 70° to 81°. Plants and fruits of all sorts flourish; it produces good water and plenty of fish; and is,

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in fact, better fitted for a sanatarium than Ascension. At **Tristan d'Acunha**, to the south belonging to St. Helena, are above 100 persons under Peter Green.

About the Trophic of Capricorn, 23½°, light airs prevail; 25° to 30° South are the "horse" latitudes; then come westerly winds.

From St. Helena to Cape Town is a sea voyage of about six days. The Albatross is seen, 12 feet from tip to tip of the wings; also, the Cape pigeon and boatswain bird. No land is sighted until we reach

CAPE TOWN (CAPE OF GOOD HOPE),

Discovered by the Portuguese, 1486, and doubled by them in 1497; colonised by the Dutch in 1652; finally taken by the English in 1806. Cape Town is situated on the south side of Table Bay, on the slope of *Table Mountain*, before you turn round the Cape of Good Hope, 55 miles south, into the Indian Ocean.

Population, 45,000. Hansoms in use.

Lat. 33° 56′ S., long. 18° 21′ E.

MAIL PACKETS.—The Castle Mail and Union Mail Steamers, every Wednesday to England, 6,000 miles (average voyage twenty days). Also to Port Elizabeth, Natal, &c. Zanzibar and Mauritius (page 298). Manager of Union Co., Mr. T. E. Fuller; Agents of Castle Co., Messrs. Anderson and Murison.

GOVERNOR AND COMMANDER-IN-CHIEF.—His Excellency Sir H. Robinson, G.C.M.G. Naval Officer, Rear Admiral N. Salmon, C.B., V.C. Military, Lieut.-General Hon. L. Smyth, C.B. Premier and Colonial Secretary, Hon. T. Scanlen. Chief Justice, Sir J. De Villiers, K.C.M.G. Bishop and Metropolitan, Most Rev. Dr. Jones; Bishop of Grahamstown, Right Rev. Dr. Webb; Bishop of Kaffraria, Right Rev. Dr. Callaway. Roman Catholic Bishop, Right. Rev. Dr. Leonard.

AGENT-GENERAL IN LONDON.—Captain Mills, C.M.G. EMIGRATION AGENT—W. Burnet, Esq., Blomfield Street, E.C. Emigrants on landing should apply at the depôt for information. There is a Protector of Coolie Emigrants. Assisted passages are granted by the Cape and Natal Governments.

HOTELS.—Black Horse; Claridge's; St. George; Royal; Masonic. Tariff—8 to 10 rix dollars (12s. to 15s.) per diem for board and residence, exclusive of drinkables. Meat, fish, vegetables, and fruit are cheap.

NEWSPAPERS.—*Argus*, *Times*, *Post*, *Standard*, and eight or nine other papers. Letters to England, 6d. the half ounce

BANKS.—Colonial; London and South African Bank; Cape of Good Hope Bank; Union Bank; Standard Bank of British South Africa; Bank of South Africa.

UNITED STATES CONSUL.—W. Siler, Esq.

COINS.—Accounts are kept in £. s. d.; rix dollars, schillings, and stivers (⅝d.) now out of use.

WEIGHTS AND MEASURES.—

Liquid, viz.:

4 ankers	= 1 aum	= 31¾ gallons.
4 aums	= 1 leaguer.	
muid	= 3 bashels.	
10 muids corn	= 1 load.	
12 rhynland inches	= 1 foot rhynland.	
144 square feet	= 1 rood.	
600 roods	= 1 morgen = 2 acres.	
100lbs. Dutch	= 109lbs. Eng. avoirdupois.	
100lbs. English	= about 92lbs. Dutch.	

Cape Town is built in the Dutch style, with flat-roofed houses, and canals in the streets. It is damp and ill drained; but the neighbourhood behind Table Mountain is dry and buoyant, delightful for invalids, especially consumptive cases. A daily sea breeze blows, and the S.E. wind brings the "Cape Town Doctor."

OBJECTS OF NOTICE.—The Castle, Amsterdam Fort; Barracks, which can hold 2,000 men. Market Place. The Store Houses, formerly occupied by the Dutch East India Company; Marine Hospital; and Military Hospital. Government House, an old brick building, the residence of Prince Alfred in 1860, and on his second visit, 1867, as Duke of Edinburgh, in command of H.M.S. *Galatea*. Town Hall. Commercial Sale Rooms; Protestant Cathedral, erected in 1847; Theatre; South African University, founded 1873; Royal Observatory; Sailors' Home; Museum and new Library Hall, the first stone of which was laid by Prince Alfred in 1860; Public and Botanical Gardens. A handsome Parliament House, with a central dome and portico, was begun in 1875. The *Harbour* is exposed to the westerly wind in the

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months of June, July, and August. A Breakwater begun in 1860, finished 12th July, 1870, and opened by the Duke of Edinburgh, is 2,000 feet long; having inside a Tidal basin of 6 acres; Alfred Dock or inner basin of 10 acres; and a new graving dock; all by Sir J. Coode, C.E. The total cost is above one million. *Port Captain.*—M. Penfold, Esq.

IN THE VICINITY.—Lion's Rump, Devil's Peak, Salt River, Robben Island Asylum; **Table Mountain** (so named from the flatness of its summit), rising about 3,600 feet above the sea, immediately behind the town, with a peak on the west about 2,200 feet; plantations of Protea Argentu (Silver Tree), at the foot of the Table Mountain; and the Constantia Vineyards, which are picturesquely situated. Hedges of prickly pear and aloes. Horse-carts and ox-carts up the country.

Few trees are seen about Cape Town, except the blue gum, which has been planted with success; but the flowers, shrubs, and *heaths* are numerous and beautiful, especially the sugar plant. Two days in three are fine. Average fall of rain, 24 inches. Thermometer averages about 61°. The climate is healthy; it is cool in June and July; hot, with rain, in December and January; September and October are spring months—the seasons being reversed in this south latitude.

EXPORTS.—Horses, wool, oats, copper, Cape and South African wine, dried fish for the Mauritius, skins, ostrich feathers, ivory, diamonds, &c.; value, about 4½ millions. Imports, 9½ millions sterling; revenue, 4 millions.

COLONIAL RAILWAYS.—About 1,000 miles are made, mostly by Government, on a 3½ft. gauge:—1, Cape Town to Malmesbury, Stellenbosch, Wellington, and Worcester, on the *North Eastern*, ending at Beaufort West, under the Nieuwveld Mountains. Cape Town to Wynberg and Kalk Bay, 18 miles. Total, 400 miles.—2, *Midland Line*, from Port Elizabeth to Grahamstown (named after the late Col, Graham) and Cradock, towards Colesberg and Kimberley, on the Orange River. The road between Grahamstown and Williamstown crosses the Fish River by a handsome new bridge. Also, from Port Elizabeth to Uitenhage and Graaff Reinet. Total, 400 miles.—3, *Eastern Line*, from East London to King Williamstown and Queenstown, &c.; cost about £6,500 a mile. Total, 470 miles. Coal has been found at Stormberg between Queenstown and Dordrecht.

TELEGRAPH.—4,300 miles.

CAPE FORCES.—6,000 Mounted Riflemen.

HINT TO VOYAGERS.—Look out for the "Flying Dutchman."

THE CAPE COLONY.

Of which Cape Town is the capital, is about 800 miles by 500 miles, mostly bounded by Orange River, and divided into eight provinces and seventy districts. The chief town is Grahamstown, on the east side, the most healthy side of the colony.

Total population (1881), about 1,120,000, including British Kaffraria (annexed 1865), Griqualand East, Transkei, and Griqualand West, or the Diamond Country, formerly part of Orange Free State (annexed 1871, now a separate province). Basutoland (annexed 1868) came back under the Crown, 1833 (*Commissioner*—Col. Clarke, R.A., C.M.G.) They consist of English, Dutch, Hottentots, Bushmen, Fingoes, and Kafirs or Caffres, the whites being about one in four. If Natal, Transvaal, &c., be added, according to a late proposal, the total POPULATION of the Cape Settlements would be about 1,750,000 (one-fifth being whites), to an area of 240,000 square miles. The surface rises by a series of mountain steps, parallel to the coast, to a height of 10,000 feet up the country, with well-watered valleys between. Walfisch, or Walwich Bay, on a healthy plain on the west side, was annexed 1878. Angra Pequeña lies to the north of Orange River. West Pondoland is independent. Slavery, which was established by the Dutch, was abolished in 1833; compensation being made to the owners. Cape Colony has had Constitutional government since 1872. There are 700 to 800 churches and chapels, of which 320 are Wesleyan and 120 Dutch Reformed; and 800 to 900 schools, on the voluntary system, aided by grants. Among its products are sheep (merinos were first reared at Bredasdorp, 1812); wool, worth £2,250,000 a year; angora goats, yielding Cape mohair; good, serviceable horses; fine grass crops, wheat, barley, rye, and other grain, Indian corn or mealies, tobacco; wine, at Constantia, Stellenbosch, and Paarl; about 100 kinds of timber, as yellow wood, stinkwood (like walnut), hard sneeze-

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wood; excellent building stone, pottery clay, and various marbles; coal, at Stormberg, Camdeboo, and Newcastle; copper, in Namaqualand. Ostrich farming is very profitable; feathers have sold for £35 to £55 per lb. Grants of 20 acres and upwards are made on certain conditions.

The Roman Dutch law prevails, modified by English usages. An easy title to land can be obtained on two sheets of paper, at trifling cost. The "karroo," or barren land, so called, is really a fertile loam. Labour is in great request, and well paid. The lion, buffalo, hippopotamus, zebra, antelope, &c., are found up the country; with the leopard, but no tiger.—See Capt. Lucas's *Camp Life and Sport in South Africa*; J. Noble's *Cape and South Africa*; Silver's *Guide*; Stanford's *Handbook*. Useful "Emigrants' Guides" are issued (gratis) by the two Mail Steam lines.

In French Valley is a settlement of 4,000 Huguenots, who show an old folio bible, and use C. Marot's psalms. Christians number half a million. —See Rev. J. Carlyle's *South African Mission Field*.

PRINCIPAL PLACES in SOUTH AFRICA are distinguished in the following list:—

Those marked thus * are Railway Stations.

Aberdeen
Albany
Alexandria
*Alicedale
Aliwal, North
Annandale
*Bathurst
*Beaufort, West
*Bedford
*Blaney Junction
Bloemfontein (Orange State)
Bredasdorp
Burghersdorp
Caledon
Calvinia
Cape Town
Carnarvon
*Ceres
Clanwilliam
Colesberg, dry & healthy
*Cookhouse Bridge
*Cradock, dry & healthy
De Beers New Rush
Dordrecht
*Durban
*East London
Elands Post
Fauresmith (Orange State)
Fort Beaufort
*Fort Jackson
Fraserberg
George
Georgetown
*Graff Reinet, 2,520ft.
*Grahamstown, very dry
*Greytown
Harresmith
Heidelberg (Transvaal)
Herschel
Hope-Town
Humansdorp
Jansenville
*Kalk Bay, watering-place on Simon's Bay
Kimberley (Griqualand West), pop., 13,600; diamond mines, &c.
*King William's Town, garrison and hospital
Klipdrift
Knysna, or "Nysna," a farmer's settlement
Kokstadt
Ladysmith
Lydenberg (Transvaal)
*Malmesbury
Maseru
Middleburg

PRINCIPAL PLACES.—*Continued.*

Those marked thus * are Railway Stations.

Mossel Bay
Murraysburg
*Natal, or Port Natal
Newcastle (Natal)
New Scotland (Transvaal)
Oudtshoorn
*Paarl Peddie, wine made
*Pietermaritzburg
Pilgrims' Rest (Transvaal)
Piquet-berg
*Port Alfred (Kowie River)
*Port Elizabeth (Algoa Bay)
Port Nolloth
Potschefstroom (Transvaal)
Pretoria (Transvaal)
Prince Albert
*Queenstown, pop. 2,400
Richmond
Riversdale
Robertson, wine
St. John's River
Saldanha Bay
Salt River
Simon's Town and Bay
Somerset (East), hospital
Spitzkop (Transvaal)
Springbok Fontein
Stockenstroom
*Stellenbosch, wine
Swellendam
Tambookies
Tarkastad
*Tulbagh
*Uitenhage
*Umgeni
Uniondale
Utrecht (Transvaal)
Victoria, West
Wakkerstroom (Transvaal)
*Wellington
Willowmore
Wodehouse
*Worcester, pop. 3,800; wine, and hot springs
*Wynberg

Algoa Bay is 450 miles east of Cape Town; **Port Alfred** and **East London** are 80 miles and 160 miles further.

From Cape Town the East Coast steamers (sailing alternately, and having Agents at each port), pass round the *Cape of Good Hope* (proper), and Cape Agulhas, the most southern point of Africa, into the Indian Ocean, on to

Mossel Bay. Thence to **Knysna**, or **"Nysna,"** with a good harbour; and

Port Elizabeth, or **Algoa Bay**, a rapidly growing port, founded 1820, under the hills, well built, with many factories, shops, &c. Population, 15,000. Newspapers.—*Telegraph*, *Herald*, *Observer*. RAIL to **Uitenhage** (population, 4,000), noted for its wool-washing; and to **Graaf Reinet** (population, 5,000), 184 miles, under the Snow Mountains, 10,000 feet high. Another RAIL up to Somerset, Bedford, Cradock, and **Colesberg**, whence a wagon runs to Kimberley. **Bedford** is near Lynden Valley, where Pringle, the poet, settled, 1820. He wrote "Afar in the desert I love to ride."

Port Alfred, or **Kowie River** (population, 1,000), with harbour works in progress. Rail, past Bathurst and ostrich farms, to **Grahamstown**, 107 miles, near the Fish River; which has several factories, and is 1,730 feet above sea; population, 7,000. Newspapers.—*Journal*, *Star*, and *Mail*.

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East London, a growing port on the Buffalo River; population, 2,200; newspapers, *Dispatch*, *Advertiser*. RAIL to King William's Town and **Queenstown,** a thriving place under the Stormberg and Amatola mountains, near the Transkei border. **King Williamstown** (population 6,000) is a head-quarters of the Mounted Riflemen. Churches, schools, hospital, public library. Newspapers.—*Mercury*, *Watchman*, and *Guide*.

East London to Durban (as below), past the Transkei country, or Kaffraria, &c. (16,000 square miles), which lies between the sea and the mountains at the back.

The Diamond Country (**Griqualand West**), north of the Orange River, was annexed November, 1880, and placed under a Lieutenant-Governor, **East Griqualand** was annexed 1874.

Dr. Livingstone, on his great travelling mission, 1852-6, went from the Cape, past Lake 'Ngami, to Linyanti (near Victoria Falls, 180 yards broad, 322 feet down) and Loanda, back to Linyanti, and thence to Quilimane, 11,000 miles; resting one day in three. His motto was Maclure's at the Arctic—"Trust in the Lord with all thine heart, and He will direct thy paths."

It was off the Cape that the *Birkenhead* Troopship went down, 1852, with most of the soldiers on board, who heroically obeyed commands as steadily as on parade, letting the women escape in the boats.

NATAL.

So called by Vasco de Gama, who discovered it on Christmas Day, 1497. It is 900 miles north-east of the Cape, in the Indian Ocean, near the tropics; was first settled in 1837 by the Dutch Boers, and made a British Colony 1843, with a separate government in 1856. It is well watered by the Buffalo, Tugela, and above twenty other rivers; but none are navigable. It has a temperate, healthy climate. Winter lasts from April to September. Extent, 200 miles by 150 miles, or ten million acres, of which six millions have been granted, and 120,000 are under crop. Sugar, cotton, indigo, coffee, tobacco, pepper, ginger, spice, wheat, and arrowroot are raised. Wool and sugar are exported. Iron and coal are found. Population, about 416,500, the greater part being Zulu and other Caffres. About 30,000 are whites.

LIEUTENANT-GOVERNOR.—Sir H. E. Bulwer, K.C.M.G., assisted by an Executive Council and Legislative Council. Colonial Secretary, Sir C. Mitchell, K.C.M.G. Bishop, Rt. Rev. Dr. Macrorie. Roman Catholic Bishop, Rt. Rev. Dr. Salievet. Chief Justice, Sir H. Connor.

The capital is **Pietermaritzburg,** or MARITZBURG (population 8,000), 54 miles up the river from **Port Natal** or D'URBAN, on the coast, where it forms the only good harbour, though with a bar. Durban has a population of 13,000, and three or four newspapers. At Pietermaritzburg are Government offices; fifteen Churches and Chapels; two Clubs; a public Library; Standard Bank; Theatre, and three newspapers. The *Mercury* (daily) was established by Mr. J. Robinson, author of *Notes on Natal*, and of a *Practical Guide Book to Natal*.—See also Dr. Mann's *Colony of Natal*.

EMIGRATION AGENT.—W. Peace, Esq., author of *Our Colony of Natal*, 21, Finsbury Circus, London. Assisted passages for farmers and skilled artisans.

RAILWAYS.—Port Natal to Pietermaritzburg, Umgeni, Verulam, Pine Town, Umlazi, &c., 104 miles. The **Umgeni Falls** are very high and unbroken. The Drakenberg Mountains up the country are 6,000 feet high. A line is projected from Delagoa Bay (Lorenzo Marquez) to Pretoria, in Transvaal.

STEAMERS.—The Union Company and Castle Mail Steamers leave alternately every Wednesday for the Cape; thence to England. Passage from Natal, 27 days. Alternate fortnights to the Mauritius, &c.

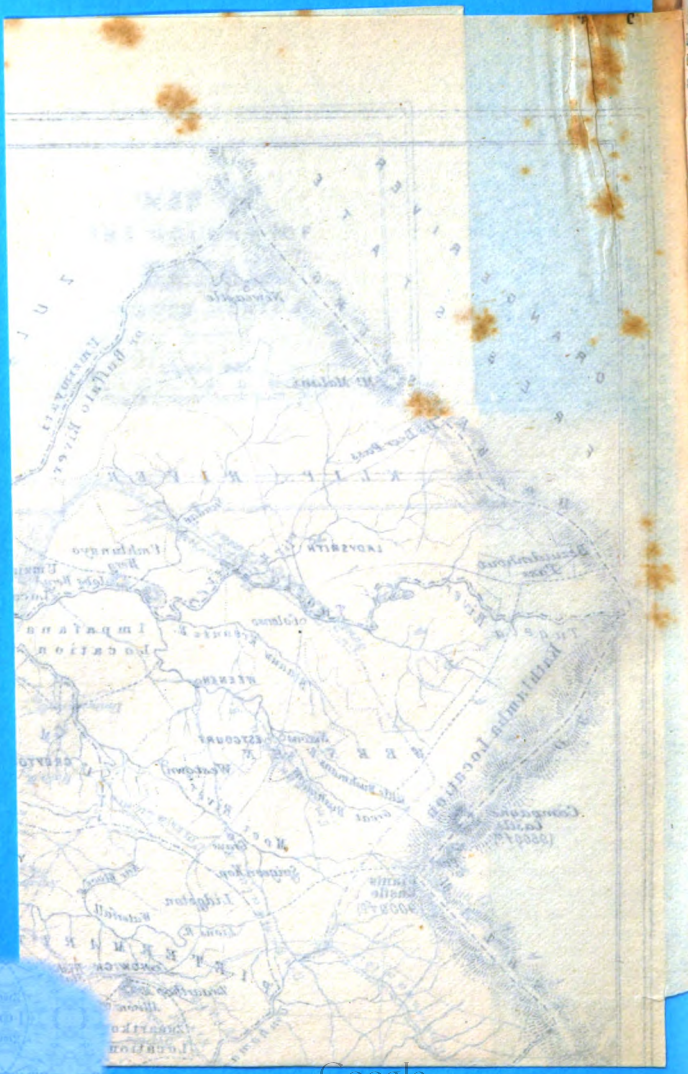
Zululand lies to the north of Natal. In the war against Cetewayo, 1878, the British troops were defeated at *Isandula;* the Prince Imperial, serving as a volunteer, was killed, 20th June; Cetewayo was defeated at *Ulundi*, and sent to England. In 1883, he was defeated by his own people at Ulundi. RESIDENT.—Hon. J. W. Shepstone, C.M.G. Bishop, Right Rev. Dr. Mackenzie. Gold has been found up the country.

At the back of Natal (5,000 feet above sea) is the *Orange Free State*, of which **Bloemfontein** is the capital. Population, 133,200, half whites of Dutch blood. PRESIDENT, Sir J. H. Brand. CONSUL IN ENGLAND, P. J. Blyth, Esq. BISHOP, Right Rev. Dr. Webb. Diamonds found at Fauresmith.

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Transvaal (*i. e.*, across the River Vaal); area, 115,000 square miles; population, about 300,000. In the rising of 1880, the Boers (*i. e.*, the Dutch country farmers) defeated the British forces at *Laing's Nek* and *Majuba Hill* (when the unlucky General Colley was killed), and were allowed to form the *Transvaal* Republic under the Queen. It stands high, like the Orange Free State, and the highest of this part of Africa. **Pretoria** is the capital. BRITISH RESIDENT, G. Hudson, Esq. BISHOP, Right Rev. Dr. Bousfield. **Potchefstroom** is a picturesque spot. **Wakkerstroom** is a healthy spot, dry and bracing, 6,000 feet high. Rich coal beds, iron, and quartz gold have been found.

Diamond Mines.—These are 400 or 500 miles up the country, on the Vaal River, and at Kimberley, and are accessible by several routes—as Port Elizabeth to Colesberg and Hope Town, which is 750 miles from the Cape; from Port Alfred and East London to Burghersdorp, &c.; from Pietermaritzburg, over the Drakenberg Pass (3,000 feet high in one part), to Wynberg, &c. Average yearly yield, three millions sterling. They are found in clay and gravel deposits, among shining rich coloured pebbles of trap, basalt, chalcedony, agate, &c. The Star of South Africa, which went to Hunt and Roskell's, was valued at £30,000; for another stone of 40 carats weight, £7,000 was refused. One Diamond found here weighed 288 carats. The Star of India, 83 carats, was reduced by cutting to 46½; but the usual find consists of small stones worth a few pounds only, obtained with great labour. Some diamonds have been also found at Fauresmith, in Orange Free State, and at Rustenburg, in the Transvaal. The Gold Fields were first discovered by Herr Mauch, a German man of science, and Mr. Hartly, the elephant hunter, 1867.

Natal to Zanzibar, about 1,750 miles, is done by the Castle Company's Monthly Steamer to *Delagoa Bay* (*English Vice-Consul*—G. Bennet, Esq.), belonging, like most of the shore territory beyond it, to the Portuguese, past the mouth of the Zambesi and *Quilimane*, to **Mozambique**, population, 10,000 (facing Madagascar, 230 miles distant), where passengers are transferred to the British India Co.'s steamers for Zanzibar and Aden. **Zanzibar** (population, 100,000) belongs to the Arab Sultan, or Seyyid, who visited England, 1875; and by whom a road has been made up to Tanganyika. From here Stanley went in search of Livingstone. *H.B.M.'s Agent and Consul-General*—Sir J. Kirk, K.C.M.G. Cathedral for Central Africa Mission—Rt. Rev. Dr. Smythies.

Cape Town to the Mauritius, which usually occupied 16 to 20 days by sailing vessel, is now done by a direct mail steamer from Table Bay and Natal to Port Louis, despatched every four weeks by the Castle Mail Co., on arrival of their steamer from England. Passage from England about 33 days. Fares, £57 15s. to £26 5s. After the Cape is doubled, no land is seen until the most southern point (Cape St. Mary) of the Island of **Madagascar** is sighted, the lofty mountains of which are grand and picturesque; the highest (Ankaratra) being upwards of 11,000 feet high. Madagascar is 1,030 miles long by 360 miles broad; and is under Queen Ranavalona III., whose predecessor abolished slavery, 1877. *British Consul* at **Tananarivo** (the capital)—J. Hicks Graves, Esq. **Tamatave** is the trading port. *Missionary Bishop*—Right Rev. Dr. Kestell-Cornish. The London Missionary Society began the work of Christianising the people, 1816.—See Rev. W. Ellis's *History of Madagascar*. *Rohanna*, in the Comorra group, has an Italian colony. In calm weather, Réunion is seen; afterwards no land is visible until the mountains of **Mauritius** are discerned.—See Route 22.

Sea Voyage from **Mauritius towards Hong Kong.** Land is not seen until the vessel passes Cocos, or *Keeling's Island*, in the Indian Ocean; and, afterwards, not until she approaches the Straits of Sunda, when the mountains of Sumatra are visible at a considerable distance (some of them being 14,000 feet high), together with the luxuriant Island of Java.—See Route 23.

Cape Town to Australia is about 30 da sail; past the "rolling forties," a long sea swell, seen about 35° to 45° lat. Rather more than half way, near lat. 35° S., long. 77° E., are the solitary volcanic islands of St. Paul's and Amsterdam, 60 miles apart. Hot springs, fish, sea birds, and seals are abundant in both. **Amsterdam** is 2,800 feet high. **St. Paul's** is only 800 feet, but its crater makes a safe harbour, in which H.M.S. *Magœra*, trans-

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port ship, found shelter 19th June, 1871, when she was cleverly run ashore in a sinking state, to save her crew and passengers. About 1,000 miles to the south is *Kerguelen's Island*, a barren island (said to contain coal), 90 miles by 45 miles; where the Transit of Venus was observed by Father Perry's party, 1874. The **Crozet** Islands are a volcanic group 1,200 to 5,000 feet high, always very foggy. The *Strathmore* was wrecked on Apostles' Island, 1875.

AUSTRALIA.

Distance from England to Australia, 10,000 to 12,000 miles; to New Zealand, about 12,500 miles. Time to Australia, 70 to 90 days' sail; by steam, 40 to 55 days.

This great island or continent, so remarkable for its extraordinary productions, both in the vegetable and animal kingdoms, and which, by its geographical situation, salubrity of climate, and fertility of soil, opens a land of promise to millions of the Anglo-Saxon race, is of comparatively recent discovery, and for the most part, as yet, a wilderness untrodden by civilised man.

Australia is the largest of a group of islands, to the south of Asia, collectively named Austral-Asia, *i.e.* Southern Asia. It lies in the Pacific and Indian Oceans, between 10° 45′ and 28° 45′ south lat., and 112° 20′ and 153° 30′ east long.; and, next to the great continents comprising the four "quarters of the world," it is the largest mass of land known; its greatest length from north to south being 1,680 miles, its greatest length from east to west, 2,500 miles. It contains an area of about 3,000,000 square miles, and its coast line is estimated at 8,000 nautical miles.

Total population (1881), about 2,836,000; besides 100,000 natives. Of these 1,221,000 were emigrants between 1831 and 1880.

But the name "Australia," in popular use, means not only the settlements in the great continental island so called, but all the colonies in this part of the world, including Tasmania, which is 150 miles from the mainland, and New Zealand, which is 1,100 miles distant from it. In this sense **Australia** comprises five colonies in the great island itself, viz:—

1. New South Wales (capital, Sydney)—on the south-east side; first settled 1788. Area, 309,175 square miles; population, 781,300.

2. Victoria (capital, Melbourne)—at the south-east corner; first tried 1803, and settled 1834. Area, 87,884 square miles; population, 882,300.

3. Queensland (capital, Brisbane)—on the north-east side; first settled 1823, independent 1859. Area, 668,224 square miles; population, 227,000.

4. South Australia (capital, Adelaide)—on the south and middle; first settled 1836. Area, 903,425 square miles; population, 293,300.

5. West Australia (capital, Perth)—on the west and south-west; first settled 1829. Area, 925,920 square miles; population, 32,360.

Also 6. Tasmania or Van Diemen's Land (capital, Hobart, formerly Hobarton)—a separate island 150 miles distant from the south-east corner of the mainland, facing Victoria; first settled 1803. Area, 26,375 square miles; population, 118,925,

7. New Zealand (capital, Wellington)—two large islands, 1,100 miles south-east of New South Wales; first settled 1839-40. Area, 104,403 square miles; population, 500,910.

Another settlement, called *North Australia*, was projected in 1839, on the west side of the Gulf of Carpentaria; having Victoria for its capital, at Port Essington. But the vegetation is poor and barren; and *Port Essington* was given up in 1845, on account of its unhealthiness. A settlement was made and abandoned at *Burketon*, on the east side of the gulf; and another was made at *Port Darwin* (Northern Territory), opposite Melville Island, in the Timor Sea, where the submarine cable from Batavia comes in to meet the Overland wire from Adelaide.

Taking Sydney, the oldest capital, as being the centre, the direct distances to the other capitals, in round numbers, are—

Melbourne, 560 miles; more than the distance of London from Aberdeen.

Brisbane, 450 miles.

Adelaide, 700 miles.

Perth, 2,000 miles.

Hobart, 650 miles.

Auckland, 1,260 miles.

Or, suppose a ship to sail from Perth (the nearest capital to the Cape) and touch at Adelaide, Melbourne, Sydney, and Auckland in succession, she will perform a voyage from one extremity of the Australian Colonies to the other of 4,000 miles, or more than the sea distance from England

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to Alexandria. This will give some idea of the extent of the ground covered by these colonies, of which many people have but a confused notion.

The *Trade* with England is upwards of 70 millions, and is steadily growing.

Almost everything in nature is in Australia the reverse of what it is in England. When we have winter they have summer, when we have day, they have night; we have our feet pressing nearly opposite to their feet. There, the sun travels along the northern heavens; the barometer rises with a southerly, and falls with a northerly wind. The animals are disproportionately large in their lower extremities, and carry their young in a pouch; the plumage of the birds is beautiful, their notes are harsh and strange; the swans are black, the owls screech and hoot, only in the day time; the cuckoo's song is heard only in the night. The valleys are cool, the mountain tops are warm; the north winds are hot, the south winds are cold, the west winds answer to our English east. The cherries grow with the stone outside; one of the birds has a broom in its mouth instead of a tongue. Many of the beautiful flowers are without smell; most of the trees are without shade, and shed their bark instead of their leaves; some, indeed, are without leaves; in others the leaves are vertical. And even the geological formation of the country, as far as ascertained, is most singular.

Taken as a whole, the country, as far as explored, exhibits less hill and dale, with less compact vegetation, than in most other parts of the world. A portion of the interior is a bare, barren, stony desert, totally unfit for man or beast. A more or less broken chain of mountains extends from Spencer's Gulf, round the south coast, all along the eastern coast, round the northern coast, nearly to Limming's Bight. The rivers are few in number; the water courses are very low in summer, and frequently dried up; no dense forest exists, as in America; the herbage generally is thin; the grasses, although highly nutritious, growing in patches. The highest peaks are Mount Hotham, 7,500 feet above sea, and Mount Kosciusko, 7,310 feet, near the head of the Murray, which is the largest Australian river, 2,500 miles long.

PROGRESS OF DISCOVERY.—"The first map of Australia is a French one, the probable date of which is 1542. It was presented to Henry VIII. The first authentic journal on record of a voyage to Australia, is that of Wilhem Janz in the yacht Dufyhen, in 1605."—*J. H. Heaton.* In 1606, the Spanish navigator Torres navigated the channel that separates Australia from New Guinea, and which now bears his name, Torres Straits. In 1623, Jans Casterns, a Dutch navigator, explored that part of the coast which had been named Arnhem in 1616, by Dirk Hartog. In 1697 and 1701, a plate with an inscription, found at Shark's Bay, mentions that Hartog left there 27th October, 1616. Soon after, Leeuwin, Nyts, and De Witt, all Dutch explorers, traced other parts of the coast, to which their names are annexed. In 1628, General Carpenter, of the Dutch East India Company, gave name to Carpentaria. In 1644, Tasman discovered the island now named Tasmania, after him, but formerly called after Van Diemen, the Dutch Governor of Batavia. In 1638, Dampier visited the northern coast. In 1696, Vlaming discovered Swan River. In 1699, Dampier again visited Australia, sailed along the coast from 27° 40′ south lat. to 16° 9′, and discovered Shark's Bay.

In 1770, Captain Cook discovered the east coast, anchored at Botany Bay (Port Sydney), and named it New South Wales; of which a centenary memorial stands in Hyde Park, Sydney. In 1791, Vancouver discovered King George's Sound, part of Western Australia. In 1798, Bass and Flinders sailed through the strait now called Bass's Strait, which divides Victoria and Tasmania, then called Van Diemen's Land, which they first sailed round. Flinders subsequently (1801) visited and named Spencer's and St. Vincent's Gulfs, and most of the bays and islands on the southern coast; much of the coast of Victoria was also surveyed, for the first time, by him. Its principal harbour, Port Phillip, the haven of Melbourne, was, it is said, discovered by Murray, ten weeks before Flinders arrived in that capacious bay. Subsequent surveys by King, Wickham, and Stokes, and other navigators, fill up our knowledge of the coast line.

INTERIOR.—After the first settlement of New South Wales, every explorer of the interior of the country had failed to cross the Blue Mountains, down to 1813; but at that period, Wentworth

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Lawson, and Blaxland succeeded in descending the beautiful Downs of Bathurst, and the Macquarie and Lachlan Rivers. Oxley, who was employed by Government, 1817-18, went over the same ground and discovered the Liverpool Plains. Hume and Hovell explored the country in a direction south-west, from Lake George, in Murray County, New South Wales, to the south-eastern shore of Port Phillip Hume explored the Ovens and the Goulburn Rivers. Cunningham, in 1827, examined the country between the Hunter River, Moreton Bay, Darling Downs, and Peel and Canning Plains; and found a practicable road, known as Cunningham's Pass, across the rugged mountain chain dividing Moreton Bay and Darling Downs.

In 1828, Sturt explored the Macquarie and portions of the Darling; in the following year, he proceeded from Sydney to explore the Murrumbidgee, and was rewarded, after a week's dangerous navigation, by the discovery of the junction of the Murrumbidgee with a broad noble river, which he named the Murray. He descended this river, passing the junction of the Darling, 34° S. lat., 141° E. long., for 1,000 miles, and reached the broad lake of Alexandria, now called Victoria. Between 1832 and 1836, Mitchell made three expeditions into the interior, penetrated to 29° S. lat., and discovered a fine pasture country, watered by the Nammoi, a tributary of the Darling; he then explored the Darling for 300 miles; and, tracing the Murray to its source, he discovered Australia Felix, in which the flourishing colony of Victoria is now established.

In 1837-9, the Glenelg District, in Doubtful Bay, on the north-west coast of Australia, was first examined by Captain (now Sir George) Grey, and the results published in a *Journal of Discoveries*.

In 1840, Tyers added to our knowledge of the hydrography of the country between Port Phillip and the River Geelong; as did also Dixon, at Moreton Bay; and Strzelecki, in Gipps Land, in the same year.

On the south-west coasts, Mr. Eyre (late Governor Eyre, of Jamaica) proceeded to Lake Torrens, at the head of Spencer's Gulf; an immense salt lagoon, from which he travelled westward, exploring the whole country for 1,200 miles, between Port Lincoln and King George's Sound, finding it destitute of harbours, badly watered, and unfit for pasture or cultivation. Of his party of five, only two (himself and a native) survived.

In 1844, Sturt proceeded into the interior, in 29° 40′ S. lat., and 141° 30′ E. long., but met with a barren land and stony desert; he traversed this miserable waste for 400 miles. In 1844, Leichardt explored the country (now Queensland) from Moreton Bay to Port Essington; he traversed a fine, rich district, well watered by numerous rivers, and discovered a route from east to north-west. In 1848, this ill-fated gentleman headed a party, starting from Moreton Bay, Brisbane, with the intention of reaching Swan River; that is, he rashly tried to cross the entire continent, from east to west, a distance of more than 2,000 miles. Nothing certain was heard of him for a long time, though repeated attempts were made to follow his tract.

In 1846, Mitchell headed an exploring expedition, and succeeded in discovering the Fitzroy Downs, the Victoria, and several fine spots to the north-west of the Darling Downs. Kennedy explored the Victoria River for 100 miles, when his progress was arrested by a total failure of water and vegetation; on his return he was killed by the natives.

In 1860, Mr. Gregory and party started from Nickol Bay, in the Dampier Archipelago, in the hope of finding a river by which Central Australia might be drained. In this they were disappointed; but the result of a second expedition into the interior carried them through a fine tract, fit for grazing purposes, and partly suitable for agriculture. On these north-western shores of Australia there are good meadow lands, rivers, a tolerable supply of fish, pearl oysters, bread fruits, melons, wild figs, sweet plums, trees of various kinds, and beautiful flowers.

In December, 1860, an expedition, composed of Messrs. Burke, Wills, and King, sanctioned by the Melbourne Government, started from a depôt in lat. 28° S., long. 142° E., on Cooper's Creek River, and, proceeding due north, accomplished, for the first time, the *journey across Australia*. After sighting the Gulf of Carpentaria, they returned to the depôt on the 21st April, 1861, in a very reduced condition. Unhappily, the person in charge, neglecting his duty, had just left his post, leaving the ill-fated travellers to wander about in the neighbourhood,

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till two of them died of sheer starvation. The third, King, was found by some natives, recovered when just at the last gasp, and safely handed over to a party, headed by Mr. W. A. Howitt, which had been sent out in search of them. This being the first successful attempt to penetrate through the Australian continent, the Victoria Parliament voted £4,000 for a monument to Burke, the leader; £3,000 to the mother of Wills and an annuity to King, the survivor. The continent has been since traversed in different directions by Landsborough, M'Kinlay, Stuart, and others.

On his last trip, Stuart started from Adelaide, 25th December, 1861, crossed the continent to a spot opposite Melville Island, in Van Diemen's Gulf, near Adelaide River and Cape Hotham, and not far from Leichardt's track in 1845. Arnhem's Land, on the west side of the Gulf of Carpentaria, was found to be excellent country. He returned to Adelaide, 17th December, 1862. Contrary to the expectations of those who looked out for a great salt lake, the country hitherto examined in the interior is found to be fertile pasture, not hilly, but well watered. Stuart brought back forty-eight horses out of seventy-one, which he took on this trip just mentioned, and was never more than two or three days without water, at the worst. The tract round the Gulf of Carpentaria is to be called Burke's Land, in remembrance of the discoverer. —See the *Letters and Journals of W. J. Wills*. A fine statue has been erected at Melbourne to Burke and Wills.

In March, 1862, Mr. Gregory returned from the north-west, with specimens. This new country for the present is added to South Australia.

Capt. Cadell, of the South Australian Exploring Expedition, employed in the North Coast of Australia, reported (December, 1857) the discovery or survey of the mouth of the Roper; a fine river, which fully comes up to Leichardt's description, bordered by good pastoral land. To the north of Probable Island, near Arnhem's Bay, a deep bay, 20 miles by 10 miles (represented as dry land by Flinders), has been discovered, with three large rivers flowing into it—one called the Eagle.

An expedition in 1872-3, led by Col. Warburton, successfully crossed from the south to the west of Australia; going from Adelaide to Alice Springs, in Macdonnell Ranges, on the line of the Telegraph Wire, and thence west; and coming out north of Roebourne, on Nickol Bay, 150 miles from De Grey River; a distance of 900 miles, in three months. The country was found to be poor barren scrub; and all their camels but three were lost. Col. Warburton received the Geographical Society's medal. Still later, 1874, Mr. J. Forrest has traversed the western side from Champion Bay to the Telegraph Wire, 1,400 miles direct, or 2,000 miles by the route taken. He passed a desert of porcupine grass *(spinifex)*, 600 miles long, on tertiary limestone; part was pretty good grass land. The general result of these two last expeditions is, that the west half of Australia from the Telegraph Wire is a vast plain, without water. The interior of Australia is now nearly filled up; the only unexamined corner being on the north-west, from Roebuck Bay to Victoria River.

In North Australia, a Relief party sent out from Queensland arrived just in time for Sinclair's party, which had been thrown ashore near Port Essington. They had tried to get round Port Darwin, but failed, and came ashore at the corner of Coburg Peninsula, with the loss of boats and clothing. The Relief party proceeded to the old deserted settlement of Victoria, where they found part of a jetty, made in 1839; also a herd of cattle and traces of horses and buffaloes; with a poor soil, but well grassed and timbered.

In December, 1874, Mr. Giles, with camels and horses, crossed the Australian Bight from South Australia to West Australia; going past Youldeh, Pyleburg, Whitgin, Wynbrig, &c., and the edge of Lake Torrens, a journey of 2,500 miles. The country is for the most part scrub and desert.

TELEGRAPH.—The *Electric Telegraph*, 1,800 miles long, unites the four colonies on the west and south, from Port Denison and Brisbane, round to Adelaide; and with the Indian and Home Line *viâ* Port Darwin, Java, and Singapore. In connection with this a cable has been laid from Melbourne, over Bass's Strait, to Tasmania. About 30,000 miles of Telegraph Lines open.

RAILWAYS.—About 5,500 miles open.

GOLD.—In 1844, Sir R. Murchison, the eminent geologist, foretold the existence of *gold* in the mountain district of New South Wales, which was verified by Mr. Hargraves' discovery of it in February, 1851, near Bathurst and Wellington;

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since which ore has been found. Between 1851-73, about 138 millions' worth have been raised in Victoria, and 31¼ millions in New South Wales. In New Zealand, 26 millions between 1857-72. It is found to be mixed with more silver as you go farther north.

NATIVES.—The aboriginal inhabitants of Australia are low in the scale of humanity; their complexion is a brownish black; the men have high cheek bones, thick lips, and are of masculine build; the women are slimly built and of diminutive stature. Both sexes scarify their bodies, anoint themselves with oil, and frequently wear rings or ornaments in their nose, which they deem a charm against evil. They have no settled habitations, but roam in tribes from place to place in quest of sustenance, erecting Miamis, or huts, formed of fresh plucked boughs of trees and bark, a few feet high, before each of which is seen the spear of the owner planted erect in the ground. Many go naked, and some are cannibals. Opossums, kangaroos, emus, or other birds, reptiles, maggots, beetles, ants, gum grubs, animals that have died a natural death, whether cats, dogs, old horses, or bullocks, are eaten with avidity. Their principal weapons are the spear, the waddy or club, the boomerang, and, since the arrival of the white man, the axe or common chopper and small crowbar.

ANIMALS.—There are no dangerous animals in Australia; indeed, with the exception of one or two varieties of the snake family, every living creature flies from man as from a mortal foe. The dingo, or wild fox, and the dasyrus, or devil (peculiar to Tasmania), and some other creatures, are dangerous only to sheep. Most of the animals are *marsupial*, or pouch-bearing, such as the kangaroo and opossum. Of kangaroos, the forester is the largest, standing 8 feet high, and weighing 100 to 140lbs.; the others dwindle down to the size of a sheep, a cat, and a mouse. The wombat, or opossum, is ring-tailed and bush-tailed. There are also the squirrel and native cat; and the curious duck-billed platypus, thickly coated with dirty brown hair, having the head of a mole, the bill of a duck, and webbed feet, the fore feet being armed with spurs; it is very shy, and leads a burrowing life. Mosquitoes are common; mix sal volatile in water, or use Calvert's carbolic acid, to cure the bites.

Sheep, now one of the chief products of Australia, were introduced 1797; when the parent stock of three rams and five ewes were brought from the Cape. In 1872 there were 41¾ millions of sheep in the colonies; and 11¾ millions' worth of wool was exported. In 1880, there were 75 millions of sheep; wool valued at £18,250,000. An English merchant was alive in 1875 to whom the first parcel of wool was consigned.

Birds are very numerous, with a beautiful plumage. The emu is closely allied to the ostrich, its plumage richly black; the jay, or laughing jackass, the whipbird, the bill-bird, the razor grinder, pelican, cormorants, geese, ducks, nankeen birds, storks, large white spoon-bills, teal, gorgeous coots, with bright blue and vermillion coloured plumage, pigeons, turkeys, bustards, weighing sixteen or eighteen pounds, native partridges or quails, pheasants, snipes as large as woodcocks, white pail cranes that chatter like monkeys, plovers, several varieties of robins; also those gorgeous birds, parrots, paroquets, cockatoos of all colours, the bird of Paradise, vultures, eagles, hawks, and owls.

Fish are numerous in the seas around the Australian colonies, and in the fresh water streams in the interior of the provinces. In the bays and harbours there are whales, seals, turtle, whiting, grey and red mullet, the latter from two to three pounds, the Jew fish, guard fish, bream, the trumpeter, fine in flavour, stingrays, king fish, parrot fish, black fish, rock cod, cat fish, oysters, and other shell fish in abundance. Of fresh water fish, the Murray cod, which is delicate in flavour, ranges from fifteen to seventy pounds weight, and affords isinglass of the finest quality. Salmon spawn (from home) now breed in this stream. The perch of the Murray and other rivers resembles the English perch in size and flavour. The cray fish are as large and nearly as good as English lobsters. Excellent leeches abound in the back water of the Murray. Many animals have been successfully acclimated in Australia, as the camel, alpaca, and Angora goat; also the thrush, lark, cod, salmon, &c.

Reptiles.—The diamond snake, eight to ten feet long; the black snake, common throughout the colonies, four to five feet long; several varieties of brown snake; the death adder, whose poison is very deadly, and those who are bitten by it can

only be preserved by immediate applications of a remedial nature. The wound should be sucked again and again, and brandy, gin, or other stimulants given till the patient is made thoroughly drunk; which will most likely bring about a beneficial reaction against the poison, and save his life. Another remedy is the injection of ammonia (spirits of hartshorn)—a discovery due to Professor Halford, of Melbourne, to whom a testimonial was presented, 1871. N.B.—The poisonous snakes are known by having no signs of a neck. Lizards are numerous, but innocuous.

The indigenous vegetation of the Australian colonies is peculiar. Of *Trees*, the eucalypti and acacia are the most common. They are all evergreens. Most of them put forth their blossoms in spring, and those which do not throw off their leaves periodically throw off their bark instead. The foliage is scanty, hangs vertically, and is of a deep, sombre, green colour. The timber most generally in use is the stringy bark, the gum tree, the red cedar, which grows to a gigantic size; iron bark; the green and silvery wattles *(mimosa)*, the bark is worth about £5 per ton; rose or violet wood, used by the natives for spear handles, and resembling lancewood; the she or forest oak, the monster Buyna, which attains to 300 feet in height, and 80 feet in girth; the timber known as satinwood, rosewood, cypresswood, tulipwood, corkwood, logwood, fustic, and the Australian tamarind. Of pine there are several varieties, chiefly small in size; the box tree; the peppermint dwarf tree, the wood of which has an aromatic smell; the yarrah, or native mahogany; and yamwood, are all peculiar to Western Australia. They grow in extensive forests, attain an immense size, and are valuable for their strength, durability, and beauty. Also the native cherry, or cypress, bearing fruit; sarsaparilla and sassafras, of excellent quality, in many places.

Of native *Flowers* are orchises, geraniums, everlasting buttercups, sundews, convolvuluses, hyacinths, and daffodils. The purple flower of the native indigo, and the yellow blossoms of the native yam, are very elegant. Flax, tobacco, and a variety of cabbage are indigenous; the fig grows luxuriantly; the guaiva attains to 10 or 12 feet in length; olives, mulberry, orange, lime, shaddock, citron, peach, and plum tribes, pomegranates, pear, quinces, raspberries, rhubarb, strawberries, the vine, culinary vegetables, and herbs, grow successfully in Australia.

Excellent *Wine* is now produced, really first-class, of fine flavour, rich, vigorous, equal to European *(Customs Report)*; Claret at 25s. is equal to French at 120s.; showing what care and skill can do.

THE SEASONS.—The northern part of Queensland is within the tropic of Capricorn (lat. 23½° S.) The following remarks apply to the country outside it, lying southward of the parallel of 38° S. lat., which takes in most of the available portions of South Australia, the whole of Victoria, and more southern and temperate districts of New South Wales, including Sydney the metropolis. The seasons are the reverse of ours. The shortest day is 22nd June; July is mid-winter; the longest day is 22nd December; January, mid-summer; the spring and autumn are brief; and the transition from one season to the other is imperceptible.

Spring commences in September, and about the middle of November summer commences. The heat now becomes great, and, by the end of December, nearly all the rivers are dried up, and vegetation has ceased. The hot winds, which last about forty-eight hours at a stretch, prevail till February. About the middle of March, and early in April, genial showers carpet the country with bright verdure; early in June winter commences, and by the middle of July torrents of rain have inundated the country; the cold rainy season terminates by the end of August. With the exception of about twenty-five extremely hot days, and sixty disagreeable wet or cold days, the weather throughout the year is indescribably pleasant, the air is balmy and bright, scarcely a cloud is visible, and the sun looks down from the deep blue sky in unveiled splendour.

Day and night are of nearly equal length throughout the year; the sun never remains above the horizon more than about fourteen and a half, nor less than ten hours. The climate throughout the Australian provinces is decidedly hot, but is refreshed by exhilarating breezes from the Pacific; the thermometer in Sydney and Melbourne, during summer, frequently reaches 90° or 100° Fahrenheit in the shade, and in rare instances 110° or higher.

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In winter, it seldom ranges below 46° Fahrenheit; hoar-frost sometimes occurs; ice, seldom or never. On the different coasts, at Melbourne and Adelaide, the sea breezes prevail; in the vicinity of Sydney, long, protracted droughts are of occasiona occurrence; nevertheless, scarcely a month passes without more or less rain falling. Thunderstorms, hurricanes, and water-spouts sometimes occur, and inundate the country for miles round.

Mr. J. B. Brown, in his *Australia for the Consumptive Invalid* (1865), recommends a voyage thither (which in these days can be done very comfortably) as an excellent means of recruiting health and strength. For a warm, dry climate, he points to the delightful Illawarra district of New South Wales, verging on the tropics. It is a perfect paradise for the botanist and sportsman. Autumn and winter are mild and equal at Sydney. Victoria has a temperate and dry climate, though variable; Gippsland is the best part. South Australia is dry and beautiful, and good for consumption; as are the Darling Downs, in Queensland. But Tasmania is described as, on the whole, the most inviting and healthy part of Australia for a resident; having a fine climate all the year, a temperate summer and mild winter, snow-capped mountains, and warm and sheltered valleys. Invalids from India go there on sick leave

BOOKS ON AUSTRALIA—(for New Zealand, see that section).—C. Aspinwall—*Three Years in Melbourne.* J. B. Brown—*Australia for the Consumptive Invalid; the Voyage, Climate, and Prospects for Residence.* J. Davis—*Tracks of Mc.Kinlay and Party across Australia.* Fowler's *Southern Lights and Shadows.* R. Flanagan—*History of New South Wales to the Present Time, and Gold Fields of Australia.* A. Foster—*South Australia.* Heywood's *Vacation Tour to the Antipodes.* Hall's *Guide to Tasmania.* H. W Howitt's *History of Discovery in Australia, Tasmania, and New Zealand.* Rev. Dr. Jobson—*Australia: with Notes on Egypt, Ceylon, &c.* A. Jackson—*Robert O'Hara Burke and the Australian Exploring Expedition.* Dr. Lang's *History of New South Wales;* and his *Queensland, the Future Cotton Field of Great Britain*—second edition. G. T. Lloyd's *Thirty-three Years in Tasmania and Victoria.* Mrs. Meredith's *Bush Friends in Tasmania.* Sinnett's *South Australia.* Sidney's *Victoria.* Tully's *Tasmania.* West's *Tasmania.* R. Therry—*Reminiscences of Thirty Years' Residence in New South Wales and Victoria.* Wentworth's *Statistical and Historical Description of New South Wales.* Westgarth's *Colony of Victoria;* also his *Travels of Mc.Kinlay and Party across Australia.* Wills—*A Successful Exploration through the interior of Australia,* from the letters and journals of W. J. Wills; by his Father. Rev. J. E. Wood's *History of the Discovery and Exploration of Australia.* Mrs Millett—*Australian Parsonage: the Settler and Savage in West Australia* (Stamford, 1871). G. Baden Powell—*New Homes from the Old Country* Bentley, 1872). *Glimpses of Life in Victoria, by a Resident* (1872). J. D. Hay's *Mysie's Pardon*—a novel, descriptive of Australian Life (Blackwood). J. Bonwick's *Tasmanian Lily* (King). W. H. Ranken's *Dominion of Australia* (Chapman and Hall, 1874). J. H. Heaton—*Dictionary of Australian Dates and Men of the Time.* A. R. Wallace—*Australia* (Stanford). Captain Barry—*Ups and Downs, or 50 years' Colonial Experiences in Australia, &c.* G. Bentham and F. Mueller—*Flora Australiensis* (Reeve). Silver's *Australia, New Zealand, and Figi.* Dr. Leech's *Pocket Doctor for Travellers* (Silver). D'Alberti—*New Guinea* (Lord). G. Walch—*Victoria in* 1880 (at Melbourne). E. P. Labillière—*Early History of Melbourne,* 2 vols. (Low). Mrs. Meredith—*Our Tasmanian Friends and Foes* (birds, beasts, &c.) W. Senior—*Travel and Trout in the Antipodes* (Chatto).

TO INTENDING EMIGRANTS, the price of passage by sailing ship, chief cabin, is £45 to £50; second class, £25 to £30; third class (steerage), £14 to £20; steamers a little more. These amounts include provisions, issued according to a Government dietary scale. Children under twelve years, half-price and half rations. Infants under twelve months, free. First-class or chief cabin passengers dine at the captain's table. Government officers are appointed by the Board of Trade, Westminster, and by the Agents-General (as below), to look after the interests of emigrants and others before they leave port; and from whom gratuitous information may be obtained. For example, Lieut. Wilson, St. Catherine's Dock, for London; and similar officers for Liverpool, Plymouth, Cardiff, Glasgow, Cork, and Londonderry. If the ship does not sail to its time, passengers are

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entitled to an allowance for expenses. If she puts back, the owners or charterers are bound to support the passengers till she be ready again.

For general information, outfits, &c., see Messrs. Silver's *The Colonies and India* (weekly); Messrs. Morgan's *European Mail*, *for Australia and New Zealand* (monthly); Messrs. Grindlay's *Home News* (weekly); the *Australian and New Zealand Gazette* (weekly); and the *New Zealand Examiner* and *Australian Mail*. Other works for consultation are Gordon and Gotch's *Australian Handbook*, published yearly; Sir J. Vogel's *Official Handbook of New Zealand*, and similar works. Letters of credit, and bills made payable at the principal towns in the colony, can be obtained from certain banks, and of Messrs. Silver's correspondents. In some cases a premium is given to the emigrant.

The following are IMMIGRATION AGENTS in the Australian Colonies to be consulted on arrival there: At *Sydney*, G. F. Wise, Esq. *Brisbane*, R. Gray, Esq. *Melbourne*, L. A. Moody, Esq. *Hobart*, R. Solly, Esq. *Launceston*, G. Smith, Esq. *Perth*, W. Dale, Esq. *Fremantle*, J. E. Stone, Esq. *Adelaide*, Commissioner of Crown Lands. Chaplains are appointed to visit emigrants on their arrival.

Information can also be obtained from the Special Agents in England appointed by Colonial Governments, viz.:—For *New South Wales*, Sir Saul Samuel, K.C.M.G., Westminster Chambers, Victoria Street. *South Australia*, Sir A. Blyth, K.C.M.G., Victoria Street, Westminster. *Queensland*, T. Archer, Esq., Westminster Chambers. *Victoria*, R. M. Smith, Esq., Victoria Chambers, Westminster. *Tasmania*, Emigrant Aid Corporation, Gracechurch Street. *New Zealand*, Sir F. D. Bell, K.C.M.G., Westminster Chambers. *West Australia*, W. Felgate, Esq., 12, Clement's Lane.

Free passages for a suitable class of emigrants are granted by Queensland and New Zealand. A few free passages are granted by South Australia. A limited number are assisted by West Australia. Bounty tickets are issued by Tasmania. Partial help is afforded by New South Wales; but no free passages are granted. Victoria does not spend money for the purpose.

NEW SOUTH WALES.

First settled in January, 1788, as a penal colony, and called "Botany Bay," from the number of flowers seen by Cook, in 1770. It formerly included Victoria and Queensland, now detached from it. The eightieth anniversary of this colony, and, in fact, of all the Australian colonies, was held at Willis's Room, London, 27th January, 1868.

SYDNEY—*Railway and Telegraph Station.*

The port of Sydney, the capital of this thriving colony, is entered by a remarkable gap in the sea cliffs, which line the coast like a wall, 400 to 500 feet high. Passing the bold, rocky headlands, known as the N. and S. Heads, ½ mile apart, inside is the land-locked, winding *Harbour*, extending 14 miles before you, large and deep enough for all the navies of the world to ride in, with many islands, inlets, and wooded hills, some marked by Forts The shores are feathered by woods of gum and other trees; on the left hand, you catch a view of the lofty Lighthouse, and, as you advance, villas and handsome houses appear everywhere. The *Government House*, in the Tudor style, with Fort Macquarie below it, commands a fine view of the Bay, the town, and the shipping, Sydney Cove, Garden Island, and Farm Cove. The Domain adjoining (with Westmacott's statue of Sir R. Bourke) is a beautiful wooded park, of 138 acres, descending at your feet to the Botanic Gardens, which skirt the Bay. Tramways are open.

George Street, which is the Oxford Street of the city, running from Dawes' Point away into the country towards Parramatta, is one of the great thoroughfares and the centre of retail business; with Parramatta Street in continuation of it, it is 2½ miles long. The houses are constructed of yellow freestone; the causeways are broad and tolerably well paved; the shops are handsome, with plate-glass windows. At Darling Harbour and Sydney Cove, and Wooloomooloo Bay, are the docks, wharves, and quays. Waterworks, supplied from the Sandheads.

The best part of the town consists of three or four streets running parallel with George Street, and of others which cross them at right angles, Pitt Street, Castlereagh Street, Elizabeth, Philip, and Macquarie Streets. Taking one of these cross

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streets, Market, Park, or Bathurst Street, you find yourself in *Hyde Park*, a spacious square, in which stands the handsome Museum, 200 feet long. A bronze statue of the Prince Consort, by Theed, at the entrance of Hyde Park. Northward from this lies the better part of Sydney, containing streets of superior houses with their ample gardens, the Club House, Banks, Public Library, Sydney Infirmary, the Chamber of Legislative Council, &c. Government Buildings, in Macquarie Road. University and University Hall, a fine Gothic pile, in Alfred Park, founded 1851. Law Courts, 500 feet by 270 feet.

The Town Hall is a fine renaissance pile. Other public buildings are the Mint, in which 37 million sovereigns were coined in 1856-77. Exchange. St. Andrew's and St. Mary's Cathedrals; St. Paul's Church College; St. Andrew's Presbyterian College; St. John's Roman Catholic College. University; Observatory; Sydney Grammar School. The handsome new Post-office has pillars of native granite. A centenary memorial in honour of Capt. Cook, who re-discovered New South Wales in April, 1770, stands in Hyde Park. Two trees planted by the Prince of Wales's sons. Hospital for the Insane, Callan Park. The Garden Palace is an Industrial Museum.

The Duke of Edinburgh landed here from H.M.S. Galatea, 21st January, 1868. At Clontarf, 12th March, he was shot at by one O'Farrell, and wounded in the back. The murderer was tried and executed forthwith; and the Alfred Hospital was founded (Secretary and Surgeon, Sir A. Roberts). Handsome Exhibition Buildings, in Alfred Park, built by the Corporation. Other Parks are Belmore and Moor Parks, and the Botanical Gardens; with a National Park of 17,000 acres, 10 miles distant.

Population of Sydney and its suburbs, nearly 224,000. It is much the oldest place in Australia, and is a sort of metropolis of all the colonies here. Ratable value, £1,500,000; income, £250,000.

OFFICIALS.—*Governor* — Right Hon Lord A. Loftus, G.C.B., appointed 1879; salary, £7,000. *President of Legislative Council* — Sir J. Hay. *Speaker of the Assembly*—Sir G. Allan. *Premier*—Hon. A. Stuart. *Chief Justice*—Sir James Martin. *Head of Naval Depôt*—Commodore Erskine.

BISHOP AND METROPOLITAN.—Most Rev. Dr. Barry. Bishop of Newcastle, Dr. Pearson; of Riverina, Dr. Linton. Roman Catholic Archbishop, ———. Presbyterian Church—Moderator, Rev. J. Cosh.

AGENT-GENERAL IN LONDON.—Sir Saul Samuel K.C.M.G.

UNITED STATES CONSUL—C. Kalho, Esq.

STEAMBOATS.—From Sydney to Morpeth, Clarence Town, Raymond Terrace, Newcastle, Moreton Bay, Parramatta, Brisbane Water, Kiama, Shoalhaven, Ulladulla, Moreton Bulla, Clyde River, Port Macquarie, as well as to the neighbouring colonies and New Zealand. *P. and O. Co.'s Steamers* (Agent, G. Johnston), every other Friday for Suez, Brindisi, Plymouth, and London. *Orient Line* (Agent, G. S. Yuill), monthly, for Suez, Naples, &c. *Pacific Mail* (Agents, Gilchrist and Co.), every fourth Thursday for Auckland, Honolulu, and San Francisco (25 days), thence to New York, &c. Steamer to Brisbane, and thence by *Queensland Mail* to Singapore, &c. For other Steam Lines see Skeleton Routes 24 and 25. The overland distance to England, *viâ* Suez and *viâ* San Francisco, are 11,000 and 13,000 miles respectively. Steamers *via* the Cape make the run in 45 days; sailing vessel, 85 to 100 days. The trip by the Horn is cold and bracing.

RAILWAYS.—Southern Line—Sydney to Parramatta, Albury, and Hay, 530 miles. Western Line—Sydney to Parramatta Junction, Bathurst, Orange, and Dubbo, 360 miles. Northern Line—Newcastle to Maitland, Aberdeen, Murrurundi, Tamworth, and Tenterfield, 200 miles. Railway open to Albury, for Melbourne, 20 hours. Coaches and omnibuses meet all the trains. The common roads are good. The Western Line of railway crosses the Blue Mountains (first explored, 1813), near Mount Victoria, 3,426 feet high, by a zigzag stairs, up Lapstone Hill, laid out by Messrs. Whitton and Co. Gauge, 4ft. 8½in.

ELECTRIC TELEGRAPH (begun 1857) to every important station in the colony. About 8,520 miles are open; charge, 1s. for 10 words; 10s. 10d. to London.

POSTAGE.—1d. in Sydney; 2d. up the country.

BANKS.—English, Scottish, and Australian Chartered Bank; Union Bank of Australia; The City

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Bank; Oriental Bank Corporation; Commercial Banking Company of Sydney; Bank of New South Wales; Australian Joint Stock Bank; Bank of Australasia; Bank of New Zealand; London Chartered Bank of Australia; Mercantile Bank of Sydney; Saving's Bank; Queensland National Bank; Federal Bank of Australia.

PHOTOGRAPHS.—W. J. Clarke.

NEWSPAPERS.—*Sydney Morning Herald, Telegraph, Echo and Evening News*, published daily. The weekly papers are—*Sydney Mail, Town and Country Journal*, and many more; *Australian A B C Guide; Illustrated News*, monthly; with others.

CLUBS.—Australian; Jockey; Athenæum; Civil Service; Union; Reform; Volunteer; German.

HOTELS.—Royal; Petty's; Exchange; Curran's. About 10s. a day. Boarding Houses, 30s. a week.

THEATRES.—Opera House; Royal; Gaiety.

Vaucluse, near the city, was the seat of Wentworth, President of the Legislative Council, whose bust is at the University. Manley Beach, a watering place near the North Head. Darlinghurst, a pretty suburb. Orchards at Parramatta.

About 350 miles N. E., on the way to Fiji, is *Lord Howe's Island*, a volcanic heap 2,840 feet high at Mount Gower. Population, 65, settled here since 1847.

THE COLONY OF NEW SOUTH WALES.

Of which Sydney is the capital, is the oldest of the five Australian colonies; the most settled; and the most varied in soil and climate. It extends from 28° to 38° S. lat., and reaches inland about 500 miles, to the boundary of South Australia. Area, 500 miles by 500 miles, or 198½ million acres, in 87 land districts, of which nearly 100 millions of crown land are unappropriated.

Population (1881), 760,000.

GOVERNMENT.—The Governor is assisted by an executive council or ministry; while the legislature consists of a legislative council of twenty-eight members, and an assembly of seventy-two members, representing about ninety electoral districts, and elected by ballot.

There are 118 counties, and above 100 boroughs and municipal towns, besides Sydney; nearly every one of which has its newspaper, schools, &c. There are 2,679 day schools in the country, public and private.

PRINCIPAL PLACES, with their distances from Sydney.—Albury, 351 miles, on the River Murray; Bathurst, 122 miles, on the River Macquarie; Forbes, 204 miles, on the River Lachlan; Goulburn, 128 miles, on the Southern rail; Grafton, 350 miles, on the River Clarence; Maitland, 93 miles, on the River Hunter and Northern rail; Morpeth, 96 miles, on the River Hunter; Newcastle, 70 miles, among collieries, on the River Hunter and Northern rail; Parramatta, 14 miles, on the Southern rail; Port Macquarie, 240 miles, on the River Hastings; Woollongong 64 miles, on the sea. There are nearly 1,000 Post-offices.

The above and other principal places are distinguished in the following list:—

Those marked thus * are Railway Stations.

*Aberdeen
Adaminiby
Adelong
*Albury, on the rail to Melbourne
Appin
Araluen
*Armidale
*Ashfield
Avisford
Ballina
Balmain
Balranald
Barraba
Bateman's Bay
*Bathurst
Bega
Bendemeer
Berrima
*Binalong
Bingera
*Blayney
Bodalla
Bomballa
Bourke
Bowenfells
*Bowna
Braidwood
*Branxton
Brewarrina
Bringelly
Broughton Creek
Bundara
Bungendore
Burrowa
*Burwood
Bushman's Lead
Camden
*Campbelltown
Camperdown
Canonbar
Carcoar
Cargo
Casino
Cassilis
*Clarence Town
Condobolin
Coolah
Cooma
Coonabarabran
Coonamble
Cooranbong
Corowa
Cowra
Cundle Town
Currawang
Dalmorton
*Deniliquin
Denman
*Dubbo
Dungog
*East Maitland
Eden
*Emu
Euston
Fernmount
Forbes
Gladstone
Glebe
Glen Innes
Goodrich
Gosford
*Goulburn, healthy
Grafton
Grenfell
Gulgong
Gundagai
Gundaroo
*Gunnedah
*Gunning
Hargreaves
*Hartley
*Hay
*Hexham

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PRINCIPAL PLACES—*Continued.*

Those marked thus * are Railway Stations.

Hill End
Home Rule
Inverell
*Ironbarks
Jamberoo
Kelso
Kempsey
Kiama
Kiandra (was cut off by a fall of snow, 1877)
Lambton
Lawrence
Lidsdale
Lionsville
*Lithgow, coalfield
Little Hartley
*Liverpool, on the healthy Liverpool Plains
*Lochinvar
Lucknow
Lunatic Reefs
Major's Creek
Manley
Maryland
Merimbula
Merriwa
Mittagong, mines
Milton
*Moama
Molong
Molonglo
Monga
Mooroowoolen
*Morpeth
Moruya
*Moss Vale
Mudgee
*Murrumburrah
*Murrurundi
Narrabri
Nattai
Nelligen
Nerrigundah
Newcastle
*Newtown
Nimitybell
Nowra
Nundle
Oberon
Obley
*Orange
Paddington
*Parramatta
Paterson
*Penrith
*Picton, near Gibraltar Tunnel
Pilliga
Port Macquarie, a healthy spot
Pyrmont
Queanbeyan
Raymond Ter.
Redfern
Reedy Flat
*Richmond
Rockley
Rocky Mouth
*Rydal
Ryde
Rylstone
St. Leonard's
Scone
*Singleton
Sofala
Solferino
Stroud
Sydney
Tambaroora
*Tamworth
Tarcutta
Taree
Tenterfield
Terara
Tocumwal
Tuena
Tumberumba
Tumut
Ulladulla
Ulmarra
*Uralla
Urana
*Wagga Wagga
Walcha Road
*Wallerawang
*Wallsend
*Waratah
Warialda
Warren
Waterloo
Watson's Bay
Wattle Flat
Wee Waa
Wellingrove
*Wellington
Wentworth
West Kempsey
*West Maitland
Wilcannia
Windeyer
*Windsor
Wingham
Wiseman's Ferry
*Wollombi
Wollongong
Wombat
Woollahra
Woonona
*Yass
Young
*Zigzag

CLIMATE, TIMBER, &c. — Generally healthy. Mean temperature at Sydney, at a spot 145 feet above sea, 61½°; at Bathurst, 2,333 feet above sea, 55°. The Illawarra district is a delightful country. Liverpool Plains, Goulburn, and the Riverina are dry and bracing, and good for consumptive patients, 9 months in the year. Average Rainfall, 41 inches on the sea, or east side of the Dividing Range; 24 inches on the inland side. Here, near Simbour, you may see the Bottle tree, 65 feet high, which is tapped for drink. **Mount Kosciusko,** in the Australian Alps, is 7,310 feet high, and is nearly always covered with snow. The climate is favourable to the growth of the vine, producing good colonial wine, said to be equal to Rhenish. There have been exhibited above three hundred specimens of timber from this colony, the red cedar being 10 feet diameter. Some of the trees are 20 to 60 feet round, and 150 to 200 feet high, such as the Butt, the Iron Bark, the Illawarra Box, and other trees. One Eucalyptus or gum tree is 400 feet high. Erskine Fall, 130 feet, is the Cape Otway District; Govett's and Leap (fall of 620 feet) are in the Blue Mountains.

LAND SYSTEM.—The Colony is popularly divided into the Settled District, next the coast; the Intermediate District, further inland, on the slopes of the mountains, now the seat of gold fields; and the vast Unsettled District beyond, watered by the River Darling and its branches, the Lachlan, the Murrumbidgee, &c., called by the general name of *Riverina*, 400 to 900 miles from Sydney. The sale and occupation of Crown Lands was formerly regulated by the Queen's Orders in Council, under which land was sold by public auction, at an upset price of £1 per acre, and vast tracts were thus leased to pastoral tenants; but in 1855, full power was conceded to the Sydney Parliament to deal with public lands in the best manner for the common interest. Under these powers the Alienation Acts of 1861 and 1880 were passed. They provide for granting crown lands for public purposes, setting apart sites for towns and villages, with a reservation of certain existing rights. There are now two distinct systems of sale established in New South Wales; one called the Free Selection before survey; and the other by Public Auction. By Free Selection the settler, after choosing for himself, can buy a block of not less than 40 acres,

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nor more than 640 (a square mile), at a fixed price of 20s. per acre, subject to certain easy conditions. He cannot buy more under this system, which is expressly designed to meet the wants of persons of small means, and to check the accumulation of rich tracts by large capitalists. These, however, have an opportunity of purchase to any extent in blocks of 640 acres, by Public Auction; at an upset price of £1 an acre. In some cases emigrants, married couples, and single women receive half the passage money.

The Crown Lands Occupation Acts of 1861 and 1881 provide in a similar manner for a more equitable occupation of the pastoral lands in the Unsettled Districts. Here, for the most part, the cattle and sheep belonging to the colony are pastured. A government bonus of 3d. to 6d. a lb. has been offered, to stimulate the growth of cotton. The cross-breeding of sheep, begun by Captain Macarthur, in 1797, has greatly enriched the colony. The systematic triangulation of the country is carried on.

PRODUCTS.—Besides timber and minerals, it yields arrowroot, maize, wheat, tobacco, and sugar. Mr. Ledger has introduced the llama from Peru, for alpaca wool. Jute fibre is grown with success. A free trade tariff was adopted in 1874. There are 3,000 factories of all sorts.

MINES.—Gold (first discovered, 1851) and coal, tin and copper, are the minerals hitherto exported, but specimens of copper, silver, gold, lead, slate, marble, opal, &c., were shown at the Paris Exhibition of 1878. Sixteen copper mines have been opened. At Newcastle, coal is shipped from a wharf one-third of a mile long, at 10s. to 12s. per ton; and exported as far as China, India, and Singapore. Gold is coined at the Sydney Mint into Australian sovereigns, which are now a legal tender in the Colonies, in India, Hong Kong, and England.

GOLD FIELDS.—In the West are Stony Creek, Bathurst, Sofala, Tambaroora, Hargraves, Windeyer, Mudgee, Orange, and Forbes. In the South—Braidwood, Adelong, Goulburn, Kiandra, Burrangong, Tumberumba, Yass, Gundagai, Cooma, Temora, and Wilcania. In the North—Rocky River, Timbarra, Nundle, Tamworth, and Grafton.

STATISTICS.—In 1881, the population was 781,300; revenue, £6,714,800 (£5,750,000 in 1877); debt, £17,000,000, or £21 14s. per head. About 1,000 miles of Rail were opened (4 feet 8½ inch gauge); and 8,815 miles of telegraph. Acres under crop, 717,000; of which wheat and maize were one-third and vineyards 4,030. Stock of horses, 396,000; cattle, 2,608,000; sheep, 33½ millions. Shipping in and out 4,360, of 2,228,000 tons. Exports and imports, £33,500,000; among the former were wool (worth £7,250,000), stock, tallow, and coal. Schools, 2,070, with nearly 200,000 children; in 1877, 1,117 schools, with 117,250 children. There were 39,160 occupiers of land (not pasture) who held 25 million acres.

VICTORIA.

Formerly Port Phillip and Australia Felix, settled 1834-5; and made a separate colony, 1851.

MELBOURNE—*Railway & Telegraph Station.*

The capital, is built on undulating ground, at the head of the fine harbour, or Bay, of Port Phillip (so named after the first Governor of Sydney), inside Philip Heads, and extends for 2 miles along the Yarra-Yarra River. Its Port is at Sandridge, opposite Williamstown, near Falls and Rodney Bridges, on Hobson's Bay, to which the mails come, on the west side of Port Phillip Custom House, at Queen's Wharf.

Population (1881) of town and suburbs, about 320,000. It is about 600 miles from Sydney, 540 miles from Adelaide, 420 miles from Hobart, 1,200 miles from Brisbane, 1,690 from Perth, 11,810 miles from England.

Albert cabs (buggeys) and omnibuses in use. The town stands on a flat in a fine clear air. Its streets are wide and regular, the houses being of brick, wood, and blue lava and brown stone; and, remembering how recently it was founded, one is astonished at the number and massiveness of the wharfs, stores, offices, and private dwellings. Government House, finely placed, with a tower 145 high; Government Offices, Parliament House, the Mint, Register Office, and Prince's Bridge, 150 feet wide, built of stone, over the Yarra-Yarra, are all highly creditable to the young capital. The Law Courts, Court-house, and Gaol are substantial stone edifices, commanding a fine marine view. The Banks are good buildings; and the hospitals, barracks, and other edifices are extensive and substantial, built chiefly of

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colonial granite or freestone. The Mint, opened 1872, coins about a million a year. The banks of the Yarra are crowded with villas, and also with hide-making and other works.

All the streets cross at right angles, leaving many open spaces; some of the principal being Flinders, Collins, Bourke, Lonsdale Streets; intersected by Spencer, Willam King, Elizabeth, Queen, Swanston, and others; in the neighbourhood of Carlton Gardens, Royal Park, Victoria and Wellington Parades, Yarra Park and the Cricket Ground. *Collins Street*, paved with asphalte and planted with trees, is lined on both sides with excellent warehouses, banks, offices, the Exchange, and shops. In the middle of it stands the Burke and Wills Monument, erected 1865, by a vote of £4,000 from the Victoria Parliament, in honour of the two discoverers. It is of bronze, by C. Summers, a colonial artist; and is one of the largest works of this kind ever cast. The leading thoroughfares are full of bustle; and crowded with huge rough drays, laden with produce, and drawn by four, six, or eight bullocks; together with carts, mail, and other conveyances, tandems, gigs, and riders on half wild horses.

The Churches of St. James and St. Peter are plain structures. St. Paul's Gothic Cathedral is in progress. Presbyterian Church is gothic, with a steeple of 211 feet, and College annexed; Independent is Saracenic; Wesleyan, in Lonsdale Street; Baptist, in Collins Street; Roman Catholic Cathedral of St. Patrick and St. Augustine. Neither churches nor chapels have attached burial grounds; the dead are all interred in the Cemetery.

The city is the seat of a Corporation with a Town Hall; and of a University on a liberal and tolerant footing, founded 1855, on 40 acres. No religious tests of any kind are exacted; its library, museum, and grounds, in Carlton Gardens, are open to the public. In 1875, Sir S. Wilson, of Ercildoun, an old resident, gave it £30,000, in token of his regard, and Wilson Hall has been built. Here also are Ormond College (Presbyterian) and Trinity (Church).

A handsome and costly Public Free Library and Museum of Art was opened in 1856. It has above 100,000 vols. on its shelves, and E. Long's picture of "Queen Esther." Extensive Botanical Gardens, where the laughing jackass (ajay) is seen, and an Observatory on the South Yarra, which contains a first-rate telescope of great power.

Immense *Waterworks* have been constructed by damming up the Yean Yean, by which the city is supplied with abundance of water, at high pressure. This reservoir yields an income of £70,000 a year.

It possesses, also, the Prince of Wales's Opera House and the Theatre Royal; St. George's and Victoria Hall; Athenæum Library and Hall; three Public Markets for fish, &c.; Zoological, Horticultural, and other Gardens; Blind, Orphan, and Deaf and Dumb Asylums; the Melbourne and Prince Alfred Hospitals; and Immigrants' Home (Prince's Bridge); Sailors' Home; Mechanics Institute, at Emerald Hill, 292 feet long.

New Year's Day of 1862 was signalised by a cricket match between the All-England Eleven, invited over for the express purpose, and the Colonial players. It lasted till the 4th, the Eleven winning every game but the fourth, which was drawn. In 1878 the Australian Eleven went to England and beat the Marylebone and all the best clubs, winning 18 games out of 35, the drawn games being in their favour.—See "Cricket" in J. H. Heaton's *Dictionary*, for latest matches.

The great drawback here is the Hot Wind, which comes with the morning mist and sends the mercury up to 130° and 140° at noon, withering everything. In the evening the Dust Storm, or "Southerly Buster," brings a change; and the southerly wind, driving before it a cloud of dust called a "brickfielder," throws the temperature down suddenly to 50° or 60°. Villas are springing up all round the city, at Collingwood, Carlton, Fitzroy, Fleming, and Richmond. St. Kilda and Brighton are flourishing bathing places. Hotham has a Town Hall; Heidelberg, pretty dairy farms; Cheltenham, market gardens. Large ferns are seen.

On the 23rd November, 1867, the Duke of Edinburgh arrived in H.M.S. *Galatea*, and was received with extraordinary rejoicings as the representative of his mother, the Queen. He laid the foundation stone of the new Town Hall; and held a levee at the new and handsome *Exhibition Building*, on 25th November, 1867.

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BANKS.—Bank of Victoria; Bank of Australasia (good Doric); Union Bank of Australia (good); Colonial Bank of Australasia; Bank of New South Wales; London Chartered Bank of Australia; English, Scottish, and Australian Chartered Bank; Oriental Bank Corporation; National Bank of Australasia; Commercial Bank of Australia; Land Mortgage Bank; Melbourne Savings Bank; Federal Bank of Australia; Bank of New Zealand; City of Melbourne Bank; Provincial and Suburban Bank; Australian Deposit Bank; Australian and European Bank.

CAPTAIN-GENERAL AND GOVERNOR-IN-CHIEF.—His Excellency Marquis of Normanby, G.C.M.G. Salary, £10,000.

NAVAL COMMANDANT.—Commander Mandeville.

MILITARY.—Colonel Hulton.

PRESIDENT OF THE LEGISLATIVE COUNCIL (42 members for six provinces).—Sir W. Mitchell. *Speaker of the Legislative Assembly* (185), Hon. P. Lalor. PREMIER, Hon. J. Service.

CHIEF JUSTICE.—Sir W. F. Stawell.

BISHOP, Right Rev. Dr. Moorhouse. Roman Catholic Bishop, Most Rev. Dr. Goold. About 740 clergy and ministers, of all denominations, with 3,310 places of worship; 1,710 State schools, and 650 private schools.

GUIDE BOOK.—G. Walch's *Victoria in* 1880.

RAILWAYS.—Termini in Spencer and Flinders streets; gauge, 5½ feet. Northern—*Melbourne to Castlemaine, Sandhurst, and Inglewood*, and extension to Echuca, on the Murray River, in connection with Deniliquin; 156 miles, or 310 miles with branches. Eastern—*To Waterloo and Sale (Gippsland)*, 130 miles. Western—*Melbourne to Geelong and Ballaarat*, 100 miles; besides extensions to Creswick, Avoca, Ararat, Stawell, Hamilton, Portland, &c., 220 miles. The above lines pass all the chief diggings and towns—as Mount Alexander, Bendigo, &c. *North-East Line*, or Melbourne to Wodonga and Albury (towards Sydney), 190 miles, besides branches 220 miles. *Melbourne to Geelong Junction and Golac. Melbourne to Essendon* (Suburban line), 5 miles. *Melbourne to St. Kilda and Brighton* (Port line), 7 miles. *Melbourne to Sandridge, Chapel Street, Hawthorne, and Brighton* (Suburban line).

TELEGRAPH.—Wires to all parts, 3'300 miles long, with 300 stations. Messages direct to England. Messrs. COOK & SON'S Office, New Exchange.

OMNIBUSES, Coaches, &c., meet all the trains on arrival at the stations.

HOTELS.—Scott's; Menzies; Port Phillip; White Hart; Albion; Criterion; Rigby; Tankard. About 10s. to 15s. a day at the best. Boarding Houses, 25s. to 50s. a week.

NEWSPAPERS.—The *Argus*, *Age*, *Daily Telegraph*, *Herald*, *World*, *Lorgnette*, daily; besides *Punch* and above 20 others, weekly or otherwise; including the *Melbourne Review* and *Victoria Review*.

CLUBS.—Athenæum; Melbourne; Australian; Victoria; Yorick.

STEAMBOATS from Melbourne.—To Adelaide, Belfast, Portland, Geelong, King George's Sound, Brisbane (Queensland), Hobart, Launceston, New Zealand, Port Albert (Gippsland), Sydney, and Warnambool. The P. and O. mail steamer (Agent, G. Withers) every other week. On the Homeward trip it stops here 4 days. New Zealand steamers connect with the P. and O. Company. Their steamer, *Stam*, in November, 1877, reached in 37¾ days from England; shorter by 3 days than any former one. Orient Line (Agents, Gibbs, Bright, and Co.), every fortnight. Messageries New Caledonia Line (Agent, M. Conil), monthly. Other lines are Flint's Colonial, Devitt and Moore's, Anglo-Australian, Houlder's, Money-Wigram's, &c.—See Skeleton Routes, and the Advts. in *Bradshaw's Guides*. In the port lies H.M.S. *Nelson*, a training ship, granted by the Admiralty, for the use of the mercantile community at this thriving place, with two other men-of-war, under the Captain Commanding.

UNITED STATES CONSUL-GEN.—O. Spencer, Esq.

PHOTOGRAPHS.—Cane, Bourke Street

THE COLONY OF VICTORIA.

Of which Melbourne is the capital, was taken out of New South Wales in 1851, and forms the south-east corner of Australia. It is divided from New South Wales by the Murray River, and from South Australia by the meridian of 141° E. long., beyond the River Glenelg; is about 500 miles long, and 160

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wide on the average, and contains 87,000 square miles, or 55½ million acres, or about as much as Great Britain; divided into thirty-seven counties and four districts—Gippsland, Murray, Wimmera, and Loddon; or 117 shires with nearly 60 towns. Its chief harbours are Melbourne and Geelong, in the Bay of Port Phillip, inside the Heads. *Bass's Strait*, about 150 miles wide, divides it from Tasmania. Cape Otway is 60 miles from Melbourne.

POPULATION (1881), 920,000. In 1836 it was only 177; in 1841, 32,000; 1851, 77,000. In 1860–61 it rose to 550,000; in 1865 it was 627,000, one-half of whom were in the goldfields, the sudden discovery of ore having attracted emigrants from all parts. About 200,000 are Chinamen, who form a colony of their own here.

The government is vested in the Governor and two Houses, viz., a Council, or Upper House, of thirty members, for six provinces; and an Assembly, or Lower House, of eighty-six members, representing the counties into which the colony is divided, and elected by ballot and manhood suffrage. Sir J. O'Shannassy, who was several times Premier, received a complimentary testimonial at Willis's Rooms, London, in 1867, in recognition of his great services to the colony.

PRINCIPAL TOWNS.—Ararat, Avoca, Ballaarat (population nearly 38,000); Beechworth, or Ovens, Belfast, Castlemaine (Mount Alexander), Creswick, Geelong (population 21,000), Heathcote, Inglewood, Kyneton, Maryborough, Portland, Sandhurst (nearly 30,000), Warnambool (noted for potatoes), and Williamstown.—See Whitworth's *Gazetteer of Melbourne*, and Gorton and Gotch's *Australian Handbook* for particulars. Ballaarat and Geelong have each seven Banks. At the former are extensive iron works, from which the first locomotive engine made in Australia was turned out, 1873. Various local manufactures are growing up—as meat-preserving, cloth, paper, beer, wine, cigars, dyes, glass, starch, soap, olives at Ballaarat, implements, &c.; several being stimulated by the government bonus system. Grose River has a fine precipitous gorge.

These and other principal places are distinguished in the following list:—

Those marked thus * are Railway Stations.

Alexandra
Allansford
Amherst
*Ararat
*Ascot
*Avenel
*Avoca
Bacchus Marsh
Bairnsdale
Ballan
*Ballaarat, sounded Ballaw'rat
*Barnawartha
Barry's Reef
Bass
*Beaufort
Beeac
*Beechworth
Belfast
*Benalla
Berlin
*Berwick
Birregurra
*Branxholme
Bright
*Brighton Beach
Brighton South
*Broadford
*Broadmeadows
Brunswick, potteries
Buckland
Bullarook
*Bungaree
*Buninyong
Byaduk
Campbell's Creek
Camperdown, near Fort Fyans
Caramut
*Carisbrook
Carlton
*Casterton
Castlemaine
*Cheltenham
*Chewton
*Chiltern
*Clunes
Coburg
*Colac
Coleraine
Collingwood
Collingwood, North
Corop
Cowes, bathing place
Cranbourne
Cressy
*Creswick
*Dandenong, near the Dandenong Range
*Daylesford
Digby
Donnelly's Creek
Dromana, watering place
*Drysdale
*Dunkeld
*Dunolly
*Eaglehawk
*East Brighton
*Echuca
Eddington
Edenhope
*Elaine
*El Dorado
Eltham
*Emerald Hill
Epsom
Fitzroy
Fitzroy, North
*Flemington, racecourse
*Footscray
Fryers Town
Gaffney's Creek
*Geelong
*Gisborne
Gobur
Grant
Graytown
Griffith's Point
*Guildford
Haddon
*Hamilton
Happy Valley
Harrow
Hastings
*Hawthorn
Hawthorn, Lower
Heathcote
Heidelberg
Hexham
*Heywood
*Horsham
Hotham
*Inglewood
Inverleigh
Jamieson
Jasper Road
*Kangaroo Flat
*Keilor
Kerang
Kew
*Kilmore
Kingower
Kingston
Koroit
*Kyneton
*Lancefield
Landsborough
Learmonth
*Leigh Road
*Lillydale
Linton's
*Longwood
Macarthur
Maffra
Majorca
Maldon
*Malmsbury

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PRINCIPAL PLACES—*Continued.*

Those marked thus * are Railway Stations.

Mansfield
*Maryborough
*Melbourne
Melton
*Meredith
Merino
Mitta Mitta
Moonambel
*Moonee Ponds
Mooroopna
Morang (Yan Yean)
Mornington, fishing
Morrison's
Mortlake
Mount Blackwood
Mount Egerton
Moyston
*Murchison
Myrniong
*Nagambie
Newbridge
*Newstead
*Oakleigh, sport
Omeo
Penshurst
Piggoreet
Port Albert
Portarlington, bathing place
*Portland
*Prahran
*Queenscliff, watering place
Redbank
*Richmond
*Richmond, North
Richmond, South
*Riddell's Creek
Rokewood
*Romsey
*Rosedale
Rushworth
*Ruthergien
*St. Arnaud
*St. Kilda
*Sale
*Sandhurst
*Sandridge
Scarsdale
Sebastopol (Ballaarat)
*Seymour
Shelford
Skipton
Smeaton
Smythesdale
Snake Valley
Sorrento, watering place
*South Brighton
*South Yarra
*Stawell
*Steiglitz
Stockyard Creek
Stratford
Streatham
Stuartmill
*Sunbury, near *Rupertswood*, Sir W. Clarke, Bt.
Swan Hill
*Talbot
*Taradale
Tarnagulla
Terang
*Toorak
Traralgon
*Trentham
Ullina
Vaughan
*Wahgunyah
Walhalla
*Wallan Wallan
*Wangaratta
Warrnambool
*Wedderburn
Whroo
Wickliffe
*Williamstown, docks
*Winchelsea
*Wodonga
*Woodend
Wood's Point
Yackandandah
Yea
Yean Yean, waterworks

POST-OFFICES in the colony, about 1,160. In the chief towns (as above given) are Money Order Offices, communicating with Post-offices at home; while Orders can be obtained at home for places in the colony: charge, 1s. for any sum under £2; 2s. from £2 to £5; 3s. from £5 to £7; and 4s. from £7 to £10.

NEWSPAPERS AND MAGAZINES. — About 150 periodical publications are issued in the colony, many of which are published in Melbourne.

ROADS.—There are nearly 35,000 miles of road. In 1862 there were 600 miles of macadamised high road, and the annual expenditure was half a million.

SURFACE.—The Australian Alps, on the east coast, are the principal mountains, the Warragong being 6,560 feet high. Near this, is one of the highest peaks in Australia, Mount Hotham, 7,500 feet above the sea. In these rises the Murray, which, after flowing along the north boundary, falls into the sea in the Colony of South Australia. This fine stream is navigable for upwards of 1,800 miles. Most of the inland rivers, as the Loddon, &c., are branches of the Murray. The Yarra Yarra, Glenelg, &c., fall into the sea. The bed of a dried-up river is called a "creek" in Australia. Near Geelong is the great salt lake of Korangamyte, 80 miles round.

CLIMATE.—The coldest weather is about the end of July, but never below freezing point; summer (January and February) cool, except when the hot wind blows, which raises the temperature to 100° and 110° for four or five days. Invalids should then go to Tasmania. The clear sky and pure air produce a buoyant effect on the spirits. Delicate flowers grow in the open air. Chief productions are wool, wheat, barley, oats, wine, cotton, flax, silk, arrowroot, tobacco, timber, excellent fruit of all kinds; horses, cattle, sheep; iron, tin, copper, coal, and gold. Wine on the Goulburn River.

Good shooting in Gippsland, with native turkeys, or *tallegalla*. Salmon ova have been successfully imported for breeding from England. Rabbits are a nuisance; they are killed for their skins.

The coal beds in Gippsland, &c., are from 2 to 3 feet thick. Pearl fisheries in Bass's Straits; where they get the fat mutton-bird, like a thrush.

Gold, one of the most valuable productions of Victoria, was discovered 1851: since which the average produce per annum is valued at 8½ millions sterling. The total quantity of ten preceding years was represented, at the Exhibition of 1862, by the contents of a gilt pyramid, 44 feet 9½ inches high, on a base 10 feet by 10; equal to 1,492½ cubic feet, or 801 tons of solid gold. One-third of the Victoria rocks is gold-bearing. The area covered by the mines in work is 1,760 square miles, with a population of 230,000, one-third being miners.

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The Gold Office is at the Custom House, Melbourne, where escorts may be obtained. Total value of plant and machinery, including 800 steam engines, about £1,500,000. The Gold Fields are at Ballaarat, Sandhurst, Beechworth (Ovens), Maryborough, Castlemaine, and Ararat. Ballaarat, which, in 1851, consisted of a shepherd's hut, is now a large and growing town. Here the finest nugget on record, the "Welcome Nugget," was found, 1858, weighing 184lbs.; it sold for £10,500. The yield of gold is steady, but there are fewer diggers now than in 1880, as above given.

By the new Land Act of 1862, which repeals all former laws and regulations, the rights of the squatters are abridged; and the unstocked land is divided into runs of convenient size. Under this Act, prime arable land, instead of being sold in large estates, is divided into Agricultural Areas, of 20,000 to 30,000 acres, situated near the goldfields, railways, large towns, ports, and centres of population. About 4 million acres at any time is proclaimed open for this purpose, and this quantity will be kept up by making fresh surveys. Cheap maps of these Areas are sold everywhere. The holdings range from 40 to 640 acres, and the outside price is not to exceed £1 an acre. The regulations are so liberal and easy, that no resident, of however limited means, need be without a homestead. From the proceeds of the land thus sold, free passages are granted, from the United Kingdom, to single women and married labourers, under rules to be obtained from the Emigration Agent, Victoria Chambers, Westminster, or at the large ports. Most of the emigrants to this colony, however, are for the present unassisted. Steerage passage, £15.

STATISTICS. — In 1865, the Immigrants from Great Britain were 11,000. In 1880, there were 67,000. Imports were valued at £16,750,000; exports, £16,750,000, chiefly gold (£4,750,000), wool (£500,000), tallow, hides and preserved provisions. Revenue 5¼ millions; expenditure, 5¼ millions. Public debt, 22½ millions. About 2½ million tons of shipping passed in and out the ports. About 18 million acres are occupied, at an average of 365 acres per holding. Under cultivation, 1,822,000 acres. Wheat grown on 977,000 acres. About 4,920 acres of vineyards at Sandhurst, Echuca, St. Hubert's, &c., produce wine and a little brandy. Stock of horses, 276,000; cattle, 1,286,000; sheep, 10,400,000; pigs, 202,000. In the great drought of 1865, sheep died by tens of thousands; but they soon make up their numbers again.

SOUTH AUSTRALIA.

A colony established 1836; about 11,400 miles from England, 35 to 45 days' steam, and 75 days' sail, situated on the southern coast of the continent of Australia. Captain Hindmarsh, R.N., the first Governor, arrived 1836. The boundary on the south is the Southern Ocean, with a coast line of about 1,600 miles; on the west, Nuyt's Land, 128° E. long.; and on the east, the new province of Victoria, at 141° E. long. The boundary on the north side was an imaginary line on the parallel of 26° S. lat.; which made an area in all of 383,000 square miles, or 245,000,000 acres, being more than double the dimensions of the British Isles. To this the North Territory, traversed by Burke's and Gregory's parties, in 1861-2, extending right through the continent to Carpentaria, has been added, which brings up the area to 905,425 square miles. But by far the greater part of this vast track is very imperfectly known, and many years must elapse before the multifarious resources of the colony can be fully developed.

The coast line of South Australia is indented by two inlets, on the sides of York Peninsula, viz., Spencer and St. Vincent Gulfs; on the latter of which stands the capital, not far from the mouth of the Murray River. Landing takes place at Glenelg, in a steam launch through the surf; there is at present no harbour or breakwater.

ADELAIDE—*Railway and Telegraph Station*, The capital, comprises two towns, near the Mount Loftus range, on a flat, connected by four bridges (two of iron), and divided by a public Park, about a mile in width, through which the River Torrens flows. These towns, situated on the Adelaide Plains, about the middle of Adelaide county, are collectively named the city of Adelaide. The town on the south of the river is the commercial division and the seat of government, 8 miles from the sea. North Adelaide is laid out on a gently rising hill, well placed in regard to aspect and drainage, and consists principally of the private residences of the wealthy; it comprises 342 acres, besides one

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square and above 30 streets. The city on the south of the Torrens contains 700 acres, five large squares, and thirty leading streets. Houses of brown stone; it is pretty well paved, and is supplied with good water works. Park at the Botanical Gardens, rich in specimens. Port Adelaide is 8 miles N.W.; Glenelg, 6 miles S.W. Climate dry for 8 months; hot weather December to February, up to 110° and 115°. Mount Lofty (the Governor's country house), and Mount Barker, 8 to 12 miles distant, are pleasant retreats. Some rain in winter, which is like an English summer. A lake made by the Torrens Dam is a useful work.

Population, 32,000, or 60,000 with the suburbs. Cabs, Waggonettes, and Omnibuses run, with tramcars. Telegraph, to United Kingdom, £9 6s. for 20 words.

GOVERNOR AND COMMANDER-IN-CHIEF.—His Excellency Sir W. W. Robinson, K.C.M.G., C.B.; assisted by an Executive Council of six members. Chief Secretary and Premier, Hon. J. Bray. President of Legislative Council (twenty-four members), Hon. Sir H. Ayers; Speaker of Assembly (forty-six members), Hon. R. Ross.

AGENT-GENERAL.—Sir A. Blyth, K.C.M.G.

CHIEF JUSTICE.—Hon. S. J. Way.

BISHOP.—Right Rev. Dr. Kennion. Roman Catholic Bishop, Right Rev. Dr. Reynolds.

Government House stands in an enclosure of about 10 acres. It was occupied by the Duke of Edinburgh at his visit in 1867. From here, on November 11th, he started for a Kangaroo hunt at Lakes Albert and Alexandrina, handling the ribbons in good style. Among other public structures are the Government Offices, built of stone; Houses of Legislature, in progress; Courts of Law; new Town Hall, with a tower, one of the best buildings here, opened 1866, on which occasion the Speaker of the Assembly said he had surveyed the street on which it stood. South Australian Institute, with 24,000 volumes of books; Free Library in progress; handsome Post and Telegraph Office, in the Italian style, with a tower of 158 feet. Trinity Church: St. John's; Roman Catholic Church, with its public schools; Congregational and Wesleyan Chapels, St. Andrew's Scotch Church, Free Church of Scotland, and the Jews' Synagogue. University (Gothic); and St. Peter's and the Alfred Colleges; School; good Theatre, Auction Mart, Police Court and Gaol, large Hospital and gardens; with asylums and other institutions. The Commercial Exchange is in King William Street, leading to Victoria Square. Christ Church, a handsome structure, in North Adelaide, on the summit of the hill. Few of the churches or chapels are furnished with clocks, and not one in the province has an organ or peal of bells. St. Peter's new Cathedral was opened in 1877. Large Steamer Docks are in progress.

Most of the shops and stores are substantial and ornamental. Hindley Street, Rundle Street, and the more northern portion of King William Street, are the leading thoroughfares, and lined with warehouses and shops. Cattle Market outside the city; with a city slaughter-house, on the south bank of the river. The public Cemetery is outside the town.

STEAMERS—Local, to Beachport, Edithburg, Melbourne, Macdonnell Bay, Port Pirie, Port Augusta, Port Lincoln, Rivoli Bay, Wallaroo, &c. England—P. & O. Company's Steamer (Agents, Smith, Elder, & Co.) every two weeks, at Glenelg, 33 to 35 days by Canal. Orient Line, every two weeks.

Port Adelaide, from whence the bulk of the colonial exports is shipped, is the chief port of the province, 8 miles N.W. of the capital, on the eastern bank of the creek of the same name; a safe harbour in Vincent Gulf, sheltered from all winds. Population 3,100, mostly connected with shipping. Here are public wharfs, a patent slip, custom house, a substantial church, a theatre, and some well-built private houses, &c. **Glenelg** (population, 2,725) and **Brighton** are two picturesque marine villages, to which the inhabitants of Adelaide resort. Hotels, houses, and stores; two rails to Adelaide.

At the entrance of Vincent Gulf is Kangaroo Island; and on the east of it is Lake Alexandrina, or the mouth of the Murray, from which that river is navigable for 1,500 miles up to Albury.

NEWSPAPERS.—*South Australian Register*, *South Australian Advertiser*, *Evening Journal*, and *Express*, daily; others, weekly and monthly. A Press Boat is employed to collect the first news from the passing mail steamers.

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RAILWAYS (Gauge, 5¼ feet).—From Adelaide to Port Adelaide 8½ miles, and to Glenelg (two lines) about 14 miles. Lines from Kingston to Narracoorte, Tatiara, and Border Town, and from Rivoli Bay to Mount Gambier—both near the Victoria frontier. A long line of 410 miles, called the North, Great Northern, and Gums Line, from Adelaide to Gawler, Roseworthy, Hamley Bridge, Burra, Petersburg, Quorn, Beltana, to Farina and Government Gums; with branches to Morgan (on the Murray), Blyth, Wallaroo, Port Pirie, Port Augusta, &c. Total, about 960 miles.

TRAM from Victor Harbour to Strathalbyn (towards Nairn and Adelaide); to Hindmarsh, &c.

The Overland Journey to Melbourne by coach, steamer, and rail is about 580 miles, in 64 hours.

There are 4,500 miles of telegraph, with 175 stations to the principal places and the neighbouring colonies. A telegraph wire is open to Eucla, connecting with Albany and Perth, West Australia, 1,770 miles long.—See below for the Overland Telegraph.

PHOTOGRAPHS at the Fine Art Gallery.—J. Williamson's *Adelaide Almanack*.

BANKS.—Bank of Australasia; Union Bank of Australia; Bank of South Australia (a good building); English, Scottish, and Australian Chartered Bank; National Bank of Australasia; Bank of Adelaide; Savings Bank; Commercial Bank; Bank of New South Wales; Town and County Bank.

Within 100 miles of this port is the famous *Burra Burra* copper mine. Its original capital was £12,000, on which the dividends paid amounted to £837,000. In twelve years (1845-57) the yield of ore was 126,281 tons, value at £1,712,370. At present it is not worked. The Kapunda copper mines, the Wallaroo, and Moonta mines, in York's Peninsula, and about forty others, are found to be productive.

HOTELS.—York; Grayson's; Globe; Clarence; United Service; Prince Alfred; Victoria; Criterion.

CLUBS.—Adelaide; Flinders; German.

CONSULS.—Several resident.

The Anniversary of the Colony was celebrated on the 29th December, 1862, by a public dinner, at Adelaide, to Stuart and M'Kinlay, the explorers. M'Kinlay had been sent in search of Burke's party, and had touched the Gulf of Carpentaria. He was presented, on this occasion, with a gift of £1,000. During the dinner, Mr. Howitt came into Adelaide with the remains of Burke and Wills (see page 319). Stuart, who returned from this third trip, on 17th December, was preceded by M'Kinlay only by a few weeks.

THE COLONY OF SOUTH AUSTRALIA

Is for the most part undulating, with some moderate ranges of mountains; one of which, the Flinders Range, runs north and south, 2,000 to 3,000 feet above sea. The highest point is Mount Bryan, 3,010 feet. Eyre Peninsula, on the west of Spencer Gulf, is a table-land, 2,000 feet high, at the Gawler range, and is named after a former energetic explorer and administrator in these colonies, afterwards Governor of Jamaica (see page 318). There are some large salt lakes in the interior, as Lakes Torrens, Gairdner, and Eyre.

Population (1881) about 273,000, of whom half were born in the colony; or 277,000 with the North Territory.

The principal places (none very large) after the capital are—Port Adelaide, Gawler, Glenelg (where the P. and O. steamer calls), Kadina, Moonta, Port Wakefield, Goolwa, Port Lincoln, Strathalbyn, Macclesfield, Kapunda, Kooringa, Wallaroo.

These and other principal places are distinguished in the following list:—

Those marked thus * are Railway Stations.

*Adelaide
Angaston
Auburn
Blinman
Border Town
Callington
Caltowie
Clare
Clarendon
Echunga
*Farrell's Flat
*Freeling
*Gawler
George Town
*Gladstone
*Glenelg
Goolwa
Greenock
Gumeracha
Hahndorf
Hamilton
*Hamley Bridge
Hindmarsh
*James Town
*Kadina
*Kapunda
Kersbrook
Kingston
*Kooringa (Burra)
Langhorne's Creek
Laura
Lobethal
Lyndoch
Macclesfield
Mallala
Marrabel

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PRINCIPAL PLACES—*Continued.*

Those marked thus * are Railway Stations.

Meadows
Melrose
Milang
*Mintaro
*Moonta
Morphett Vale
Mount Barker
Mount Gambiert
Mount Pleasant
Mount Torrens
Nairne
*Narracoorte
Noarlunga
Norwood
Penola
*Port Adelaide
*Port Augusta
Port Darwin
Port Elliott
*Port Lincoln
Port MacDonnell
Port Pirie
Port Victor
*Port Wakefield
*Riverton
Robe
*Saddleworth
*Salisbury
Second Valley
*Stockport
Strathalbyn
Tanunda
Templer's
Truro
Two Wells
Victor Harbor
*Wallaroo
Watervale
Wellington
Williamstown
Willunga
Woodchester
Woodside
Yankallilla

There are 36 counties, 500 post towns, and 3,170 miles of road, with 800 churches and chapels, and 410 state schools.

PRODUCTIONS.—Fine wheat, except in the north, where the climate is too hot, wool, copper, iron, tin, and a little gold, at Echunga; plenty of fruit and vegetables; tobacco, hops, indigo, olive oil; sarsaparilla, and other drugs; and wine of excellent quality at Bourgoyne's Vineyards, at Watervale, and at Auldana, which are exported to England. Camels and Angora goats thrive here. Pitcheri plant is intoxicating. Rabbits are a nuisance.

Land is sold by auction, in plots of 80 acres and upwards, at an upset price of £1 an acre, and Acts were passed, 1866, to facilitate leases. Price, about 22s. to 25s. per acre. No free or assisted passages are now given; but land warrants of £20 are granted to emigrants who pay their passage and live two years in the colony.

The Overland Telegraph *across Australia*, from Adelaide to Port Darwin, was completed, 22nd August, 1872, in the face of great difficulties; and messages to England pass in ten hours. The first one was sent, 21st October, 1872. All the materials had to be carted from the south. It adds 1,973 miles of wire to the former 5,000 miles in the colony. There are 14 or 15 stations, such as Beltana, Alice Springs, Tennant's Creek, Pine Creek, past the rivers Roper and Catherine, to **Southport** and **Port Darwin** (no longer a free port), where the Indian cable comes in. Port Darwin is in Arnhem's Land, on the north side of Australia; and is important, as having a very good harbour, and being the telegraph station where the Australian wires unite with the cable from Timor, Batavia, India, and England, which was first landed here, 7th November, 1871.

The **Northern Territory**, or Alexandra Land, a tract of 340 million acres, belonging to South Australia, lies between it and the Timor Sea, and is traversed by the Overland Telegraph (as above), which ends at **Palmerston** (population 600), on Port Darwin, the seat of the Resident and of the Telegraph Office. The Resident, E. Price, Esq., is appointed by the Adelaide Government, 2,000 miles south. It has a good harbour, government house, stores, a church, banks; and a climate wet or dry (latitude 12° S.) according to the monsoons. A rail is projected to it, 1,300 miles long, at £4,000 a mile. Gold is found at *Southport* (24 miles from Palmerston; population 3,350, mostly Chinese) and traces of tin and copper have been observed in the interior; of which little is known, except near the Telegraph stations. Rich volcanic soil on the Queensland border. Several navigable rivers are crossed.

STATISTICS.—In 1881 the revenue was 2½ millions; debt, 11¼ millions, or £58 a head. About 880 miles of rail were open; and 5,000 miles of telegraph. Acres under crop, 2,614,000, of which wheat was 1¾ million, some 64lbs. weight, fetching the best price; and vineyards were 4,300. Stock of horses, 160,000; cattle, 315,000; sheep, 6,811,100. Shipping in and out, 2,150, of 1,250,000 tons. Value of exports and imports, 9¾ millions; among the former are copper and copper ore worth £1,912,000; and breadstuffs. Manufactories in work, 714.

WEST AUSTRALIA,

Or *Swan River* colony, was first established in 1829, and was, till lately, the only settlement in Australia to which convicts were sent; this was done, however, in compliance with the wishes of the residents. The last batch of convicts left England in December, 1867.

The settled part occupies the south-west corner of Australia; but, taking in the whole territory assigned to it, 1863, between the west coast and long. 129° E., it is 1,300 miles long by 800 broad,

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with an area of 975,920 square miles, of which only a small portion is occupied. With respect to this portion, it is the smallest of the colonies here, but with respect to territory, it is the largest of all: it is also the nearest to England (10,850 miles) and only 11 days from India. Hitherto no great rivers or good harbours have been found. The Darling Hills divide it into two parts, sometime called *Quartania*, which is well wooded, and the *Country over the Hills*, a loamy, arable tract, like Herefordshire. Tulbanof, near the coast, is a peak 5,000 feet high. Several marshy lakes exist inland.

Total population, about 31,000 (1881).

PERTH.

The capital, 1,320 miles from Adelaide, is a small place with about 5,100 inhabitants, on the *Swan River*, first settled 1826-9; 11 miles above Fremantle, which forms its harbour, and stands in Cockburn Sound. Steamers run between them and up to Guildford. The main street, 2 miles long, is planted with Cape lilacs. Here are Government House; a Town Hall and Legislative Chamber; High School; St. George's Hall; Institute and Museum; Cathedral; five Churches and Chapels; Pensioners' Barracks; Lunatic Asylum; and Convict Prison.

HOTELS.—Freemasons'; United Service; and Shamrock.

The houses are of brick and stone. It is wonderfully healthy; average deaths only 1 per cent. Wet season, April to September; there are no droughts. Fruits and flowers plentiful. In 1865, the remains of three unfortunate explorers, Harding, Panter, and Goldwyer, were found near Lagrange Bay, in North-West Australia, and brought here by Mr. M. Brown. Near **Fremantle** (population 3,040) a new bridge crosses the river, built by convict labour, 1864-7, of jarrah timber, 2,080 feet long and 42 feet high. Governor's House, and a Prison, on *Rottnest Island*.

GOVERNOR AND COMMANDER-IN-CHIEF.—His Excy. F. N. Broome, Esq., C.M.G.: assisted by a Legislative Council of 21 members. Colonial Secretary, Hon. M. Fraser; Chief Justice, Hon. A. C. Onslow. Bishop of Perth, Right Rev. Dr. Parry; Roman Catholic Bishop, Right Rev. Dr. Driver. Superintendent of Convicts, J. F. Stone, Esq. There are several convict depôts and stations.

BANKS.—National Bank of Australasia.

NEWSPAPERS.—*Perth Inquirer*, *West Australian Times*, daily; *Fremantle Herald*, *Catholic Record*.

RAILWAYS.—Fremantle, Perth, and Guildford, 20 miles; Geraldston and Northampton, 30 miles; West Australian Timber Line, 14 miles, from Géographe Bay.

TELEGRAPH.—Between Perth, Fremantle, and Champion Bay, with extensions to Albany and Eucla, to meet the South Australian line.

The settled part of the colony, 150 miles by 650 miles, is divided into 20 counties and 12 electoral districts. Perth, Fremantle, and Albany (King George's Sound) are the chief towns. In the division of *Over the Hills* are York and Toodyay or Goodyay, about 70 miles from Fremantle; and Bunbury and Australind, 90 or 100 miles. Bunbury has good land and timber. At Australind, belonging to the West Australian Company, fruit and vegetables are good and abundant. Whales and dugong are plentiful. The American whalers call here. A prosperous new settlement has been begun at Port Walcott, near Nikol's Bay, on the north side.

Champion Bay, 300 miles north-west of Fremantle, is destitute of wood, but yields good grain crops. Here are the Wheal Fortune Copper Mine and Geraldine Lead Mine, both successfully worked.

The best harbour in the colony is at **Albany**, on the south-west side, in King George's Sound, a coaling station for the P. and O. Company's and other periodical steamers.

Principal places are distinguished in the following list:—

Those marked thus * are Railway Stations.

Albany
Australind
Beverley
Blackwood
Bunbury
Busselton
Canning
*Champion Bay
*Fremantle
Geraldston
Gingin
Greenough
*Guildford
Irwin River
Lockville
Mandurah
Moore River
Newcastle
New Norcia
Northam
*Northampton
*Perth
Pinjarrah
Plantagenet
Port Gregory
Rocbourne
Rottnest
Serpentine
Sussex
Swan
Toodyay, or Goodyay
Vasse
Victoria Plains
Wanneroocka
Wellington
Williams River
York

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There are 35 post-offices; 75 churches and chapels; about 110 schools; and 1,400 miles of roads.

EXPORTS.—Cavalry horses for India, averaging £45 each; excellent jarrah timber, hard and durable, and used for Indian railway sleepers; sandal wood for Singapore; wool, oil, whalebone, currants, flax, gum, pearl and tortoise shells, bêche de mer or trepang (sea-slug); with gold, copper, and lead. Coal is found here and there along the coast.

LAND.—The country is level on the whole, with some hills 2,000 to 3,000 feet high, and full of timber, some trees being 300 feet high. The north coast, from De Grey River to Beagle Bay, is good and fertile land, with gum trees and pasture; 2½ million acres were not long ago in the hands of forty persons. From being thus locked up in the hands of a few, it was at first difficult to get land here; but this is now amended. It partly accounts for the backwardness of the colony; added to the fact that it was a penal settlement down to 1867. About 54,000 acres are under cultivation. The Glenelg district, in Doubtful Bay, is said to offer good pasture. In 1881, about 500 squatters held 58 million acres.

STATISTICS.—In 1881, the revenue was £256,320; debt, £511,000, or £17 a head.

About 50 miles of rail were opened; and 1,660 miles of telegraph. Acres under crop, 52,400. Stock of horses, about 31,800; cattle, 60,060; sheep, 1,268,500. Shipping in and out 370, of 257,000 tons. Value of exports and imports, £910,000.

TASMANIA,

Formerly Van Diemen's Land, is an Island off the south-east corner of Australia, facing Victoria, from which it is divided by *Bass's Straits*, 120 to 150 miles wide, across which a telegraph cable to Melbourne was laid, 1859. It is 12,000 miles from England, or 60 to 70 days' sail on the average. It is 170 miles by 160, with a surface of 26,400 square miles, or 16¾ millions of acres, the size of Ireland. There are 18 counties.

The coast is broken by deep bays and inlets, with good harbours, and fifty-five islands, mostly in Bass's Straits. A granite table-land in the interior, of 1½ million acres, rises 3,000 feet above the sea. Here are the heads of the principal rivers, which flow hence down to the coast, viz.: the Derwent, down to Hobart, formerly Hobarton; the Tamar, to Launceston and Port Dalrymple; the Huon, to D'Entrecasteaux Channel; the Gordon and Arthur, to Macquarie Harbour. A range of trap mountains, 4,000 to 5,000 feet above the sea, runs north-west and south, between Cape Portland and South Cape; rising 5,520 feet high at Mount Humboldt, and 5,010 feet at Ben Lomond. Another high point is Mount Wellington, near Hobart, 3,936 feet. They are clothed with immense forests. The settled districts are chiefly in the centre of the island, between the two principal mountain ranges. Columnar basalt is seen at Emu Bay.

Population, 115,700, one-half born on the Island, The natives are now extinct. Some hundred convicts remain, but transportation was abolished 1852. Provisions are cheap; gardens and orchards in plenty; fine fruit is raised; there is good sport. Wages are high. The climate at Hobart, &c., is cool and dry.

HOBART (since 1881), formerly HOBART TOWN, or HOBARTON—

Railway and Telegraph Station,

The capital of the Island, on its south side, founded 1803, when Lord Hobart was Colonial Secretary, is beautifully situated on the slope of the Derwent, overlooking a harbour, which admits vessels of any size. It is well built, with good houses, clean and cheerful. Behind it is Mount Wellington, with the basaltic pillars, called Organ Pipes, in view. It 420 miles from Melbourne, 650 from Sydney. An important whale fishery here employs eighteen ships of 4,640 tons.

Population, 21,000.

HOTELS.—Webb's; Ship; Derwent; Rock. Good Boarding Houses.

The handsome new Government House, or Castle, on the Derwent, in the Park, is one of the best buildings in Australia. Houses of Parliament; Public Buildings, in Murray Street; Town Hall and Public Library (a good stone pile); Post-office; Museum; St. David's Cathedral; St. Mary's Roman Catholic Cathedral; thirty-five other places of worship; General Hospital; High School, and

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other institutions; markets, breweries, flourmills, shipyards, theatre. A monument is erected to Sir Sir J. Franklin, who was Governor, 1837–43. The first stone of the new Cathedral of St. David was laid by the Duke of Edinburgh at his visit, January 7th, 1868.

GOVERNOR AND COMMANDER-IN-CHIEF.—His Excellency Major Sir G. Strahan, K.C.M.G. Premier, Hon. W. Giblin. President of Legislative Council (sixteen members), Hon. T. Chapman. Speaker of House of Assembly (thirty-two members), Hon. H. Butler. Chief Justice, Sir F. Smith. Bishop of Tasmania, Right Rev. Dr. Sandford. Roman Catholic Bishop, Right Rev. Dr. Murphy.

UNITED STATES CONSUL.—A. Webster, Esq.

PASSAGE.—From England, £45 to £50, 1st class; £20 to £30; £17 to £18. These are through rates, *viâ* Melbourne. Emigration Agent, F. Humphries, Esq., London. Immigration Agent, B. Solly, Esq., Hobart.

NEWSPAPERS.—*Mercury, Herald, Tasmanian, Tribune,* daily.

PHOTOGRAPHS.—C. Clifford.

CLUBS.—Tasmanian; Hobart.

BANKS.—Bank of Australasia; Union Bank of Australia; Bank of Van Diemen's Land; Commercial Bank; Bank of Tasmania; Savings Bank.

RAILWAY (5¼ feet gauge).—Latrobe to Coller's Creek (Mersey and Deloraine line), past Quamby's Bluff and the Caves, 18 miles; made 1871, but not used. Launceston and Western line, to Deloraine, &c., 45 miles; opened 1871. A main line from Hobart to Launceston, 133 miles.

Fine excursions up the Huon to the forests; gum trees (200 feet high) and great tree ferns. Also, over Mount Nelson to Brown's River.

Telegraph open from Hobart to Launceston, Deloraine, &c.; 85 stations. Also across Bass's Straits to Victoria; connecting with the Australian and Home Lines.

COACHES to several places. About 3,000 miles of road are open. A good turnpike road between Hobart and Launceston, past Campbelltown, made by convicts, is gone to decay from disuse. It passes over a table land like Devonshire.

STEAMERS.—To Huon, New Norfolk, Kangaroo Point, Georgetown, Port Sorrell, or Macquarie Harbour, Circular Head; and to Melbourne and Sydney for the P. and O. and other steamers. The Thames and Mersey Line runs *viâ* Singapore. Several lighthouses have been erected by the Hobart Marine Board.

Launceston, on the Tamar, in Cornwall district, 120 miles from Hobart by road; or by rail in six hours. It is the next in importance, having a population of 112,760; with twenty Churches and Chapels, Hotel, Town Hall, Grammar School, Hospital, Park, &c.; and communicates with the capital by telegraph.

It lies on the north side of Tasmania, 40 miles above Port Dalrymple, which is at the river's mouth; thence the cable is laid across Bass's Straits to Melbourne. Good rivers and fishing. Cataract up the South Esk. Corra Linn, a ravine on the North Esk. Duck-bill platypus seen.

Other principal places are—Brighton (16 miles from Hobart), Bothwell (46 miles), Campbelltown (41 miles), Devon, or Torquay (70 miles), Deloraine (30 miles), Huon, or Franklin (40 miles), Georgetown, on the coast (35 miles), Longford (13 miles), Evandale (12 miles), New Norfolk (21 miles), Oatlands (50 miles), Westbury (20 miles).

Here, as elsewhere, a few cottages and an Inn make a town.

These and other places are distinguished in the following list:—

Those marked thus * are Railway Stations.

Bothwell, good fishing
*Brighton
*Campbelltown
Circular Head
*Deloraine
*Evandale
Fingal
Franklin (Huon)
Glenorchy
Green Ponds
Hamilton
*Hobart
*Jerusalem
*Latrobe
*Launceston
*Longford
*New Norfolk, on the Derwent, a former convict settlement, near Eagle Hawk's Nest
*Oatlands
Ousebridge, fishing on the Ouse
Port Arthur
Richmond
*Ross
Sorell
Swansea
Three Hut Point
Torquay
*Westbury
Wynyard

There are 215 post-offices, 175 state schools, and 130 clergy and ministers.

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THE COLONY OF TASMANIA

Takes name from its Dutch discoverer, Captain Tasman, 1642, who named it Van Diemen's Land, after the then Governor of the Moluccas. A convict settlement from Sydney, under Lieut. Bowen, was begun, 1803, at Hobart Town, now Hobart; to which criminals were sent till transportation was abolished.

PRODUCTIONS.—Wheat, barley, oats, potatoes; hay, wool, coal, and iron; and magnificent timber, from the forest, in the unsettled lands on the west coast; under the names of blue gum, stringy bark, swamp gum, silver, wattles, the oak, pine, &c. The blue gum tree grows 300 feet high and 20 feet diameter, and gives a plank 140 feet long and 3 feet wide. In specific gravity it beats the English oak or Indian teak; is used for house and ship-building, furniture, fences, and shingles for roofing; and is in great demand in Victoria and other colonies. The wattle is used for tanning. The myrtle tree grows 200 feet high and 30 feet round; the Huon pine is excellent for furniture and ship-building. Many fine specimens of island timber, &c., were shown at the French Exhibition of 1878.

CLIMATE.—The best in Australia, as a health resort, not too hot or too cold, and extremely favourable to European constitutions; with a moderate fall of rain, a bright, clear sky, and bracing temperature. Snow rarely falls at Hobart. Summer, December to February; winter, June to August. Invalids from India and Australia speedily recover their health in this delightful island. Mr. J. B. Brown (see his *Australia for the Consumptive Invalid)* praises its warm, dry valleys, sheltered among snowy mountains, and its fruit gardens, hop plantations, and green meadows; and recommends it as especially adapted for invalids who are distressed by a cold English winter. The death rate is surprisingly low. A large proportion of old people is to be found here, where more enjoyable days may be had than in any other colony; there are no droughts or long rains; no dust storms, mosquitoes, or hurricanes. At *Castra*, on the north coast, a settlement, composed of retired officers and other gentlemen from India, has been formed under the agency of Colonel Crawford. An eligible tract of 50,000 acres is reserved for officers disposed to settle here, which may be had on very easy terms. About fifty members occupy 13,000 acres of allotments.—See Colonel Crawford's *Pamphlet*, at Grindlay's, Bombay.

LAND.—Out of the 15 or 16 millions of acres, 12½ millions are Crown lands, and 4½ millions are Colonial, either sold or leased. Of the Crown lands, 2 millions are under grazing licenses. About 324,800 acres are cultivated. Agricultural lands are sold by auction, in lots not exceeding 320 acres each; pastoral, 1,280 acres each. Upset price not less than 20s. an acre; or they may be bought by private contract. Grants of waste land may be obtained in fee simple, on certain conditions; or may be leased in lots up to 10,000 acres. The settled districts in the midland and south-eastern counties are chiefly rich, open downs, or grassy forests of rolling land. Some of the best land, at Middlesex Plains, &c., belongs to the Van Diemen's Land Company. The unsettled land is on the north-west coast, from South Cape to the River Arthur, near Port Davy, Macquarie Harbour, Port Arthur, Fortescue Bay, the Florentine River, and other eligible spots. A new immigrant act has been passed to encourage settlers. Steerage 16 to 20 guineas. A limited number of assisted passages.

For information, apply to The Emigrants' Aid Incorporation, Queen Anne's Gate, Westminster.

The yield of wheat is 20 bushels per acre, but 50 to 60 may be raised on the best; the same from barley. Oats grow 7 feet high, and took the first prize at the Exhibition of 1862. Potatoes, 4 tons per acre, selling at £4 a ton. In some soils 15 tons have been dug up. Sheep farming returns 25 per cent. In Cumberland County 500,000 are shorn annually, at 15s. to 20s. a hundred, one shepherd to every 2,000 sheep. Cows give 6 to 8 pounds of butter a week, at 2s. per pound. Its cheese finds a good market. Hops and beet sugar are grown.

MINERALS.—Abundance of coal and iron, with some gold, tin, silver, bismuth, manganese, and galena. *Coal* is worked near Hobart, and in Tasman's Peninsula; at Mount St. Nicholas, near Falmouth; on the Douglas and Mersey Rivers; and at Hamilton. Much of it is bituminous. Good stone and slate are got. Mount Bischoff is rich in tin.

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The dingo, sloth, lyre bird, and some other Australian animals are not found in Tasmania; but the dasyurus, or devil, the mouse opossum, mina bird, &c., are peculiar to it. The emu is large. English pheasants, hares, partridges, &c., as well as English fruits and vegetables, are acclimatised here. English salmon trout is naturalised with success in the beautiful Derwent, which rises in Lake St Clair, 2,000 feet above the sea.

STATISTICS.—In 1881, the revenue was £50,600; debt, £2,000,000, or 17 guineas a head. About 173 miles of rail were open, and 800 miles of telegraph, Acres under crop, 275,500; stock of horses, 28,000; cattle, 130,600; sheep, 1,847,500. Shipping, in and out, 1,400, of 384,000 tons. Value of exports and imports, £3,000,000; wool exports were about 8¼ million pounds (against ¼ million in 1870-71); tin, worth £376,000 (against £8,000 in 1874). Other exports were tobacco, hops, bark, hides, and sperm oil.—See Bailliere's *Tasmanian Gazetteer*, and Walch's *Tasmanian Almanac*.

QUEENSLAND.

This colony is situated in the north-east corner of the Australian continent; and until the 10th December, 1859, formed part of New South Wales, lying along the coast round Moreton Bay, to the north of Sydney. The first Governor was Sir George F. Bowen. Its name was bestowed by Queen Victoria. Beginning at Point Danger, on the coast below Brisbane, the boundary line follows some ranges of hills in lat. 29° S.; then follows this parallel to the meridian of South Australia, in long. 141° E.; then turns northerly to the Gulf of Carpentaria. This part has been traversed by Landsborough, who, starting from Brisbane, in 1862, crossed to Carpentaria, and returned to the River Darling. The country in York Peninsula, near Cape York, was first explored by Kennedy. Up the interior are Mount Dalrymple, 4,250 feet, and Bellenden Ker, 5,400 feet high.

At the northern extremity of the peninsula, off Cape York, is **Thursday Island**, in Torres Strait, facing New Guinea, a government station and place of call for the Eastern and Australian mail steamers, 2,260 miles from Batavia, 1,438 miles from Brisbane; having a police magistrate and a post-office, with a good harbour, the centre of the mother-of-pearl and biche de mere fisheries. It is 30 miles north-west of *Somerset*, a little settlement, where the London Missionary Society has a head-quarters. All this part down to Port Denison and Cape Capricorn is within the south tropic; the coast being lined with the Great Barrier coral reefs. In the settled districts, further south, summer lasts from September to March, with an average heat of 85°; winter from June to September, at the S.W. monsoon. Flowers and fruit through the year. Area, 1,500 miles by 800 miles, or 680,000 square miles; of which 81,000 square miles, or 52,000,000 acres, belong to the eight older or settled districts, to which four more (the Leichhardt, Maronoa, Mitchell, and Gregory districts) have been added—lying outside the others, all pastoral, and little known. It has a long coast line of 2,550 miles.

POPULATION.—In 1881, 213,600. Two-fifths are Australian born. A good many Chinamen are in the colony. One of them (Alderman Chiam), when elected a member of the Maryborough Corporation, returned thanks to the worthy and independent electors of this rising borough, in a neat speech in "pidgin" English. The native population is estimated at 15,000 to 20,000.

BRISBANE—*Railway and Telegraph Station*, So named upon its foundation, 1824, after the then Governor of New South Wales, stands upon a bend of the River Brisbane, 25 miles from Moreton Bay, where Captain Cook anchored, 1770. It is the capital of the colony and seat of government, in lat. 27° 30′ S., near the South Tropics. It has a Vice-regal Lodge; Parliament House in George Street; Town Hall, Queen Street; St. John's Church; St. Stephen's Roman Catholic Cathedral, 135 feet long; and forty other Churches and Chapels; Grammar and other schools; School of Arts and Library; Post and Telegraph Office; General Hospital; Queen's Park and Botanical Gardens; Albert Hall; Bowen Park, where the Exhibition was held, 1877; Theatre; Market House; Victoria Bridge, of iron, 1,080 feet long; a dry dock; and large waterworks. Many houses are of wood.

POPULATION, 31,500.

HOTELS.—Metropolitan; Queen's; Royal; Imperial.

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Dr. Lang's old chapel is near the Botanical Gardens; the Custom House is at Lytton, at the mouth of the river. There are 20 feet of water on the bar. *Moreton Bay*, lying inside Moreton Island, is 60 miles long by 20 miles wide, and is dotted with islands. The Rivers Brisbane, Logan, Arrowsmith, with two others, pour into it.

TELEGRAPHS.—Brisbane is united by telegraph with Sydney, Melbourne, and Adelaide, and England, *viâ* Port Darwin; and with Normanton, &c., on the Gulf of Carpentaria, as above mentioned. A cable connects it with the Java cable; another is projected to New Caledonia and Fiji.

PASSAGE.—Ships now run monthly to Brisbane from London and Liverpool in 50 to 75 days. Cabin passage, from £45 to £60; 2nd cabin, £20 to £25; third class, or steerage, about £15. Emigrants, to get the benefit of land orders, must arrive in a vessel direct from Europe. Immigration Depôt, William Street. British India Line, or Queensland Mail, monthly, 47 days, 12,135 miles (Agents, Gibbs, Bright, and Co.), *via* Aden, Batavia, past the fine scenery of the Java Sea, always in sight of land; then, Thursday Island, in Torres Strait; and down the Great Barrier Reefs, 1,000 miles long, off the east coast, with smooth water and charming scenery all the way; past Cooktown, Townsville, Rockhampton. Steamers to the northern ports. Steamers twice a week to Sydney, Melbourne, Hobart; every four weeks to Auckland, 1,300 miles; Fiji, 1,620 miles; New Caledonia, 820 miles. *Viâ* Sydney to San Francisco, 13,500 miles, 57 days; *via* Cape of Good Hope, 14,700 miles, 57 to 75 miles; *via* Cape Horn, 13,700 miles. Brisbane to Sydney, by rail, coach, and steamer, about 700 miles; by steamer, 520 sea miles.

BANKS.—Union Bank of Australia; Bank of New South Wales; Australian Joint Stock Bank; Bank of Australasia; Commercial Banking Company of Sydney; Queensland National Bank; Savings Bank; London Chartered. About 30 Insurance Companies.

CLUBS.—Union; Queensland; Jonsonian.

CONSULS.—Several are resident here.

NEWSPAPERS.—*Brisbane Courier; Observer; Telegraph; Patriot*, daily. Several weekly and monthly. **Pugh's *Queensland Almanack*.**

RAILWAYS, 3½ft. gauge.—The *Southern and Western*, from Brisbane to Ipswich, Toowoomba, Dalby, and Roma, with branches to Stanthorpe, &c., and the New South Wales border. It has a third rail to catch the wheel in case of a slip at a sharp turning; passes some difficult slopes and ravines; and has nearly a dozen tunnels; cost, about £15,000 a mile. *Central Line*, from Rockhampton to Bogantungan, 230 miles. Other lines are:—Brisbane to Sandgate; Clermont, 32 miles; Bundaberg, 44 miles; Maryborough to Gympie, 62 miles; *Northern*, from Townsville to Chartres Towers, 85 miles. About 170 telegraph stations.

EDUCATION.—The public system is secular in its character, and national as opposed to denominational, no distinction being made between different sects. Grammar and primary schools are aided by grants.

CAPTAIN-GENERAL AND GOVERNOR-IN-CHIEF.—His Excellency Sir A. Musgrave, K.C.M.G.

PRESIDENT OF LEGISLATIVE COUNCIL (thirty-three Members).—Sir A. Palmer, K.C.M.G.; Speaker of Assembly (fifty-five members), Hon. H. E. King; Premier, Hon. S. W. Griffiths.

CHIEF JUSTICE.—Hon. Sir C. Lilley.

BISHOP OF BRISBANE.—Rt. Rev. Dr. Matthew Hale.

ROMAN CATHOLIC BISHOP.—Rt. Rev. Dr. Dunne

Principal places are distinguished in the following list:—

Those marked thus * are Railway Stations.

Beenleigh
Blackall
*Boolburra
Bowen, port, 640 miles from Brisbane
*Brisbane
*Bundaberg
Burketown
Cape River
Cardwell
Charleville
Clermont
Condamine
Cooktown
Copperfield
*Dalby
Drayton
Gayndah
Georgetown
Gladstone
*Goodna
Goondiwindi
*Gympie
*Ipswich
Jimna
Mackay, 521 miles, population, 2,100
*Maryborough, port, population, 19,000
Milchester
Mount Perry
Nanango
Nebo
One-mile Creek
*Ravenswood
*Rockhampton, port, 330 miles, pop., 75,000
Roma
Springsure
*Stanthorpe
St. Lawrence
Surat
Tambo
Taroom
*Toowoomba
Townsville, port, population, 745
*Warwick, a pretty spot
*Westwood
Yandilla

There are above 130 post-towns.

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THE COLONY OF QUEENSLAND.

PRODUCTS.—Coal, on the banks of the Brisbane and Bremer Rivers. Good building stone and marble, near Warwick and Port Curtis. Copper, near Port Curtis. See Rev. J. Wood's Geological map in Gordon and Gotch's *Australian Hand Book*. There are also indications of it, as well as of iron, tin, and gold, in the Dividing Mountain Ranges (or hills), which run parallel to the coast, about 60 to 70 miles inland. Gold was found, 1867, at Gympie Creek, between Brisbane and Maryborough. About four millions' worth were exported, 1860-73. Extensive gold fields are in work at Cooktown, on the Endeavour River, where nearly 3,000 Chinese are settled. Here Cook beached his ship, 1770. A good vein of copper has been found at the Enreka Mine, on Peak Downs, 130 miles from Broad Sound. Other products are malachite, cinnamon, chrome, plumbago, and antimony. But the chief wealth of the country, at present, consists in its rich, wide-spreading plains and uplands, as Darling Downs, Waterloo Plains, Fitzroy Downs, &c. Darling Downs, for instance, are 120 miles by 50 miles in extent, with a rich, black, well watered soil. They yield the staple exports, wool, tallow, hides, and preserved meats.

Its horses furnish a plentiful supply of good thoroughbreds, called "Walers," for the cavalry remounts in India. Alligators have been seen in Mulgrave river.

The east side of the Dividing Range is adapted to the growth of grain and fruit, and the table-lands on the west side to spices. Oats, barley, wheat, Indian corn, and potatoes, are the chief crops raised on the scrub lands when cleared of timber; the cost of which is about £4 an acre. They require no manure for years. Along the coast, east of the main range, the hill slopes and valleys are favourable to the vine, as well as to indigo, bark, nutmeg, ginger, tea, coffee, cotton, sugar, tobacco, and other products of India and the tropics. Here and there, arrowroot, sugar-cane, pine-apple, banana, peach, and most tropical fruits; also, mulberry trees, for silk, have been raised with success.

TIMBER.—Among the timber is the Moreton Bay pine, the Bunya Bunya pine, sometimes 200 feet high; red cedar, one of the best manufacturing woods in the colony; the iron bark, suitable for houses, ships, bridges, railway sleepers; blue gum, violet wood, tulip wood, silk oak, satin, and yellow woods. At the French Exhibition of 1878 numerous specimens were shown; many of which are on view at the Queensland Room, South Kensington.

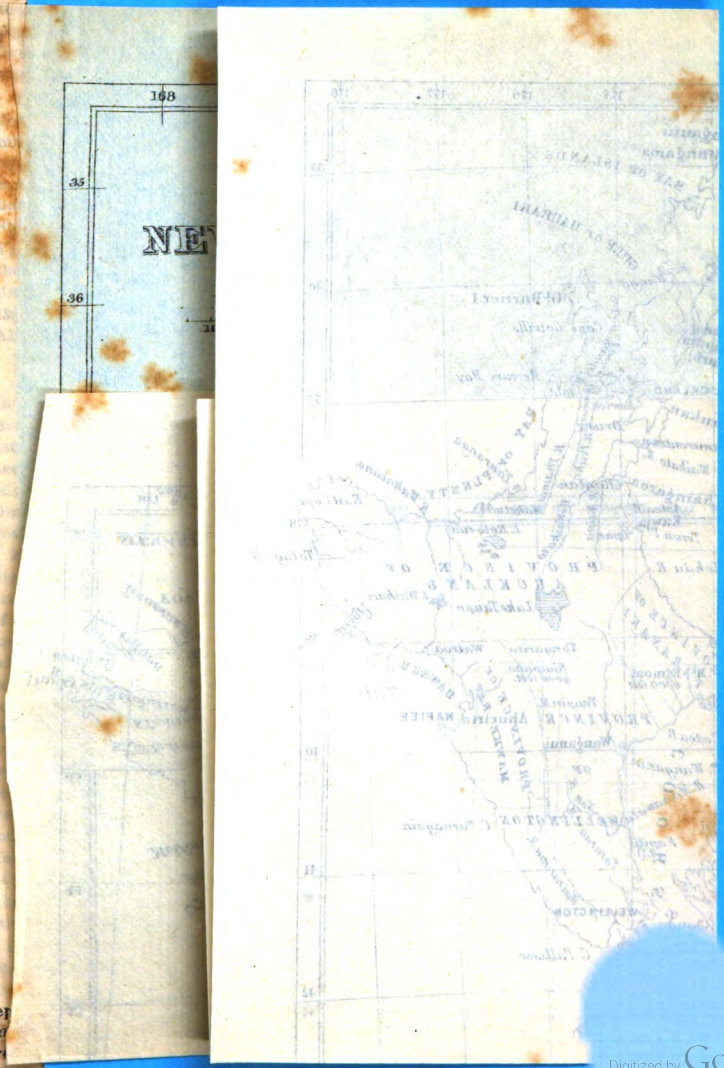
COTTON AND SUGAR.—Many districts of Queensland are fitted for the growth of cotton and spices. A sample of cotton sent to Manchester was reported to equal the best Sea Island; and 400lbs. per acre could be easily raised. A bonus is given to encourage its culture by the local government. The average freight home is 1d. per lb. About two million lbs. are annually raised; and some excellent samples were shown at the Great Exhibition of 1862. About 12,000 acres each were devoted to cotton and sugar in 1872.

FISHERIES.—Dugong fishing is carried on with success along the coast, to which the dudong comes to feed on the sea-grass. Its oil is said to be equal to cod liver, and is worth £1 a gallon. A full-sized fish is 11 feet by 10; it tastes like veal or pork; and the bone is as solid as ivory. Fish abound at the new settlement, *Somerset* (population 230), near Cape York, 1,500 miles from Brisbane. *Burkstown*, on the mainland, named after the unfortunate explorer, is in a thriving condition.

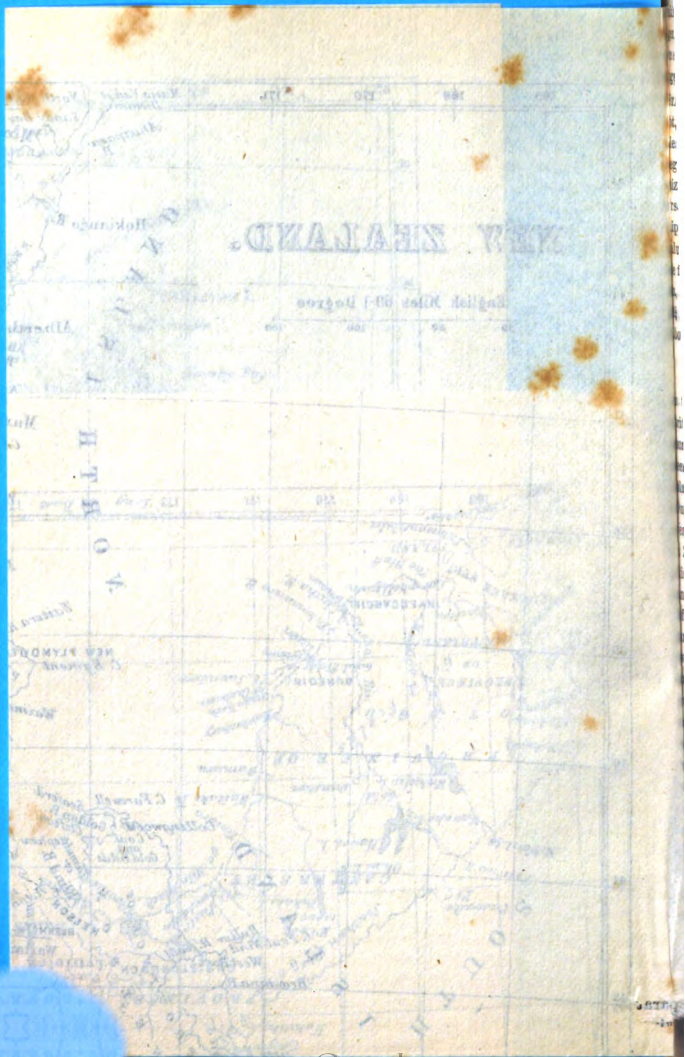
LAND.—The Alienation Act lately passed by the Assembly provides for a rapid survey of agricultural reserves, in the best localities, near the principal townships, and where water carriage can be obtained on the shores of bays and rivers. The terms of occupancy are such that a purchaser of 40 acres, for example, at the up-set price of £1 an acre, may claim in addition 120 acres, to be held for five years, at a nominal rent of 6d. per acre, with the right of purchase, at the end of the term, at £1 an acre. Pastoral leases are also granted for fourteen years, at a nominal rent, over blocks of 100 square miles.

Another inducement is held out in the shape of Emigrant Land Orders. By these, every immigrant, with few exceptions, direct from Europe, on payment of the passage out, is entitled upon arrival to a grant of 18 acres; and, after two years' residence, to a further grant of 12 acres;

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iking 30 acres per head. In five years the ent has sent over 35,000 persons, in seventy-e ships. There is a great demand for labour; ges are good.

STATISTICS.—In 1881, the revenue was £202,400; bt, £13,250,000, or £58 per head. About 1,000 les of rail were opened, and 6,300 miles of egraph. Acres under crop, about 128,000, chiefly ize, cotton, wheat, sugar, potatoes. Stock of rses, 195,000; cattle, 3,700,000; sheep, 8,500,000. ipping, in and out, 2,660 of 1,540,000 tons· lue of exports and imports, £8,500,000; among e former are wool, tallow, gold worth £1,500,000, , preserved meat. Produce of gold (1867-81), ¼ millions. Schools 450, with 50,000 children. bout 200 churches and chapels.

NEW ZEALAND,

the South Pacific, near the antipodes of the ritish Islands, the original discovery of which is oribed to the Spaniards; but, whoever may have en the European who first saw these fertile lands, their authentic discovery is due to the utch commander, Abel Jans Tasman, about the ar 1642, who named them *Nova Zealanda*, after Zeeland at home. In 1769, Captain Cook re-iscovered Nova Zeelanda, surveyed the islands, nd finally took possession of them in the name f the king of Great Britain. He repeatedly nchored in Queen Charlotte's Sound, from hence he named many of the principal mountains, bays, and capes, and held frequent intercourse with the natives. Cook introduced the pig nd the potato, and other vegetables and seeds, hich have since wonderfully thriven, and contributed to drive out cannibalism. When New outh Wales was chosen as a penal colony, aptain King visited New Zealand to procure ome of the natives to teach the convicts in Norfolk Island the mode of preparing the New ealand flax, which was then cultivated in the sland. Sperm whale fishing was established as arly as 1800, on the coast.

In 1814, the Church Missionaries appeared in the slands, about the time of the first regular European settlement. It was raised into a colony, te from New South Wales, 1840; the chiefs having agreed to submit to the Crown by the treaty of Waitangi. Meanwhile, much of the land belonging to the northern tribes had been nominally purchased by a New Zealand Company, established 1839, or taken by squatters; and frequent disputes on this head induced the government to buy out the Company, 1852. Several bloody fights occurred, notwithstanding, between the natives and settlers about the land question; in which, especially in 1845–8 and 1860–70, from 8,000 to 10,000 troops of the mother country were engaged, with indifferent results. At length the plan was tried of leaving the colonists, who are well able to take care of themselves, to fight their own battles; the troops were withdrawn; and the local authorities have since engaged successfully in operations against the insurgent chiefs. A wise and equitable policy of treatment has been since adopted to the advantage of both parties.

New Zealand consists of two large islands—North Island and South Island—each 500 miles long, between latitude 34½° and 47½° S., longitude 166½° and 178½° E., parted by Cook's Strait, a noble channel, 160 miles long, and for half its length 100 miles broad, but at the eastern end, opposite Wellington, it narrows to 20 miles. At the further corner of South Island is a small third island, called Stewart's Island, divided from the mainland by Foveaux Strait. From this circumstance, New Zealand is sometimes described as consisting of three islands, and South Island is called Middle Island; but this is a misnomer inasmuch as Stewart's Island is very small and unimportant, is scarcely inhabited, and is, in fact, a part of South Island. It is therefore left out of account, and the Islands are properly styled North and South only. Area of North Island, 45,680 square miles; of South Island, 57,315; of Stewart Island, 1,000; total, 103,815. All the best harbours are on the east coast. On the west side there is always a long wave of surf.

Length of the country, from Cape Maria Van Diemen to the South Cape, exceeds 1,000 miles; the greatest breadth, from Cape Egmont to the East Cape, or from Dusky Bay to Otago, is about 200 miles; whilst the sweep of the coast line embraces full 3,000 miles. The provincial towns along this coast are united by roads, railways steamers, and telegraph wires.

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Coast sailing distances:—	Miles.
Auckland to New Plymouth	160
New Plymouth to Nelson	160
Nelson to Wellington	130
Wellington to Canterbury	150
Canterbury to Dunedin	180

SEA ROUTES.—A coasting steamer leaves Manakau (Auckland's western harbour) about every fortnight for New Plymouth, Nelson, Canterbury, Wellington and Dunedin. Her run from place to place averages 24 hours, and the fare £4. A steamer runs fortnightly between Sydney and Auckland; and a regular mail service is organised. The run occupies 7 to 8 days. The fares average £3, £13, and £15. Sailing vessels every week from Auckland and Wellington for Sydney and Melbourne. Cabin fare, £10.

New Zealand is about 1,200 miles, or 5 days steam, from New South Wales, 10 days' steam from Tahiti, 20 days from South America, 30 days from China; and stands midway between Cape Horn and the Cape of Good Hope. Vessels bound to New Zealand or Australia go out by way of the Cape of Good Hope, and return by the "Eastern" passage, by way of the Pacific and Cape Horn; taking advantage, in both cases, of the prevailing winds.

STEAMERS.—*New Zealand Shipping Company's Monthly Direct Line*, in 43 to 45 days, from London. *New Zealand Passengers Line*, 45 days. Other steamers in connection with the Australian lines. See lists in *Bradshaw's Guides*; and Skeleton Routes, pages 305 and 306.

	Miles.
1. England to New Zealand	14,000
Ditto ditto *viâ* Suez	13,000
2. Panama Route to New Zealand:—Southampton to Fayal	1,400
Fayal, *viâ* St. Thomas's, to Panama	3,400
Panama to Oparu and New Zealand	7,600
Entire distance	12,400

By this route, a safe and agreeable one, opened up 1866, the Panama and Australian Company's Mail Steamers reached Wellington in 27 days from Panama, 49 days from Southampton, or 57 to Sydney; but the enterprise did not pay, and the line was abandoned, 1869.

3. A new route was opened, 1871, for steamers from San Francisco to Sydney and Auckland, *viâ* Sandwich Isles (Honolulu) and Feejee Isles, in connection with the Overland Rail from New York, and the *Pacific Mail Line* westward, to China and Japan. This mail service being approved of by the New South Wales and New Zealand authorites, came into work in 1875. It allows 16 days from London to San Francisco; 23 more to Honolulu and Auckland, and 5 more to Sydney; or 44 days, at an average rate of 11 miles. Fare to Sydney, £71 10s. Agents, Messrs. Clarke & Co., Great St. Helen's, London.

SOIL.—New Zealand contains nearly 104,000 square miles, or 67,500,000 of acres of land, rather less than Great Britain and Ireland, and has 12 millions of acres fitted for agriculture, 50 millions for pasture, including 20 millions of forests, and 35 millions of crown land. Land is bought at the 10 Land District Offices. It possesses a mountainous surface, striking scenery, and some of the finest naval and commercial harbours in the world; with little or no bush to be cleared, a fertile soil and bracing climate, in which every English animal thrives, and every English grain, grass, fruit, and flower attains full development. Splendid ferns, mosses, and shrubs are seen. Silk, tea, and olives are being tried. Trout, perch, &c., have been introduced into the rivers.

There is a difference of 12° of latitude between the extreme points of the islands, and of about 10° in the average temperature, with a difference of climate equivalent to the difference between England, France, and Spain (F. W. Senior). It has no proper wet or dry season; rain does not last three days together. Mount Egmont, in North Island, is a volcanic peak, 8,270 feet high. A volcanic chain running down the west side of South Island is 12,460 feet high at Mount Cook, facing Canterbury; and 9,300 feet at Mount Kaikora.

The two Islands contain sixty-three counties in Provincial districts, under elective boards, and one central government at Wellington (page 346), instead of the nine separate provinces and Governments which existed before 1876. House of Representatives, ninety-five, besides four elected by the natives.

NORTH ISLAND.—1, *Auckland*—capital, Auckland.

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2, *Taranaki*—capital, New Plymouth. 3, *Wellington*—capital, Wellington. 4, *Hawke's Bay*—capital Port Napier, or Napier. Thirty-two counties.

SOUTH ISLAND.—5, *Nelson*—capital, Nelson. 6, *Marlborough*—capital, Blenheim. 7, *Canterbury*—capital, Christchurch. 8, *Westland*—capital, Hokitiki. 9, *Otago and Southland*—capital, Dunedin. Thirty counties, and one in Stewart Island.

RAILWAYS (3½ feet to 5½ feet gauge).—In 1881 about 1,330 miles of various lines, chiefly along the coast, from the capitals of the different counties, were completed; and above 1,200 miles were in progress. The through line between Christchurch, Dunedin, and Invercargill was completed in 1878, and is the longest and most important of all. About 3,850 miles of telegraph wires are open.

Population (1881) about 534,000 (one-fourth in Otago), including 5,000 Chinese, and 44,000 natives or Maories; the latter nearly all in the North Island. They are middle-sized, well-made men of olive-brown colour, tatooed, with black hair. Several have embraced Christianity. There are nearly twenty native clergy. Many natives in their way of living conform to the settlers, and are keen traders; but their numbers are slowly declining. Few children are born to them.

1.—Auckland

Is the northern district of New Zealand and of North Island; 400 miles in length, from north-east to south-west, and nearly 200 miles in breadth, at the broadest part, having a coast line of 1,500 miles, and an area of 16½ millions of acres, of which about one-twentieth has been acquired by purchase from the natives. About 310,000 acres are under crop. Free grants are made to emigrants with capital. Population, 100,000, of whom Maories are 25,000.

It includes the inland harbour of Manukau, or Symonds Bay, so named from the son of the late Sir W. Symonds, who was drowned in it; and *Port Albert*, 35 miles from Auckland, a settlement of Nonconformist emigrants.

Auckland (*Railway and Telegraph Station*), the chief town, was founded in 1840, and was the seat of government and of the Legislature, till the transfer to Wellington. It is 1,320 miles from Sydney, and 1,700 from Melbourne. Population, 16,665, or 38,000 with suburbs. Maories are seen lounging about.

HOTELS.—Albert; Waitemata; Army and Navy; Masonic.

It stands under Mount Eden, on a neck of land between two splendid harbours, Waitemata (or Hauraki) and Manukau, communicating both ways with the Pacific; and has a water frontage of 1½ mile. It is lighted with gas. Stone and brick houses are seen; but here, as elsewhere, most of them are of wood. The chief buildings are:—Government House, Supreme Court, Barracks, Hospital, St. Paul's Cathedral, St. Sepulchre's Church, College, Scotch Church, Roman Catholic Church, St. John's College, Wesleyan College. It has also a Chamber of Commerce, Botanical Garden; Institute, with the Gray Library; Museum. Opera House, Theatre, and Graving Dock. In Hauraki harbour, or gulf, is *Kawau Island*, the seat of a former distinguished governor, Sir George Grey, who has a large museum here. Waiwara springs and hotel.

BANKS.—Union Bank of Australia; Bank of New South Wales; Bank of New Zealand; Bank of Australasia.

UNITED STATES CONSUL.—G. W. Griffin, Esq.

NEWSPAPERS.—*New Zealand Herald* and *Evening Star*, daily. Brett's *Auckland Almanac*.

RAILWAY.—150 miles. To Awamatu, Helensville, &c. Good ironstone is found on the coast.

MAIL VANS run to the principal towns.

STEAMERS.—To New Plymouth, Canterbury, Nelson, and Wellington. Also (weekly) to Sydney (1,315 miles) and Melbourne (1,650 miles) in eight to ten days. Monthly mail from England, *viâ* Honolulu and San Francisco. Monthly to Fiji.

This county contains excellent harbours, good pasture and soil, especially in the Waikato Valley; with forests of Kauri or "Cowrie" pine (good for spars and gum), New Zealand flax, coal, manganese and gold, the last found at **Grahamstown**, on the Thames, opposite the capital. *Lake Taupo*, at the head of the Waikato, is a fine piece of water; near the hot and cold springs, as well as mud springs, at **Rotomahana**, among peaks 6,000 to 9,000 feet high. Hotel at Ohinemutu.—See Mr. D. Mundy's "*Rotomahana*." Fine scenery at Bay of Islands; a smoking crater in the Bay of Plenty. Mr. G. Stewart's new settlement is in this quarter, at *Te Puke*.

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2.—Taranaki.

The western district of the North Island, about 100 miles in length, by 50 in breadth; has a coast line 130 miles, and an area of above 2½ millions of acres, not more than a fiftieth part of which has as yet been purchased from the natives, and mostly dense forest. This is the scene of the fighting of late years. Fort Ngatapa, the headquarters of the leader, Te Kooti, was captured, 6th January, 1869.

Colonial population; 9,160. There are about 100,000 acres under crop.

Chief town, **New Plymouth**, in Tasman Bay, near Mount Egmont, 200 miles from Auckland, and 280 miles from Wellington. It contains churches and chapels, the Taranaki Institute, and other buildings. Population, 3,310, mostly from Devon and Cornwall, in the old country. Founded, 1840-1.

HOTELS.—Taranaki; Masonic; Imperial; White Hart.

BANK.—Bank of New Zealand.

NEWSPAPERS.—*Herald* and *News*.

RAILWAY.—Hawera and Watara, 52 miles.

Mount Egmont (or Taranaki) is a snow-topped peak, 8,000 feet high. The province has a rich soil. It yields petroleum oil, and pure iron sand (found on the shore), excellent for making steel.

3.—Wellington.

The southern district of North Island, 200 miles in length, from north to south, by 100 miles in breadth; has a coast line of 300 miles, and an area of 7 millions of acres, about one-third of which has been acquired from the natives. About 800,000 acres are under crop. It contains abundance of pasture and water. Founded, 1839-40.

Colonial population, 61,420; besides 11,000 natives.

Chief town, **Wellington** *(Railway and Telegraph Station)*, on the Hutt River and Port Nicholson, in Cook's Strait; 320 miles from Auckland by sea, 440 miles by west coast road, and 620 miles by east coast. First settled by the New Zealand Company. Population, 21,000. It is now the capital of New Zealand and the seat of the general Government. Principal Buildings—Government House and the House of Legislature; Government Buildings; Supreme Court; Post and Telegraph Office; two Cathedrals, two Churches, and twenty Chapels; College; Colonial Museum, in Bowen Street; Botanical Gardens (well stocked); Oddfellows' and Freemasons' Halls; St. George's Hall; two Theatres. *Hotels*—The Royal, Provincial, Victoria, and Princess's. It is lighted with gas. It has a fine harbour, 6 miles by 5 miles, and a wharf with a patent slip.

NEWSPAPERS.—*New Zealand Times* and *Evening Post*, daily.

BANKS.—Union Bank of Australia; Bank of New Zealand; Bank of Australasia; Bank of New South Wales; National Bank of New Zealand.

RAILWAY.—Wellington to Featherstone and Masterton (to Hawke's Bay), 71 miles; Wanganui and Foxton, 86 miles; New Plymouth Line, 33 miles. Coach to Wairapara. Steam Tram.

OFFICIALS.—Governor and Commander-in-Chief of New Zealand, His Excellency Lieut.-General Sir W. Jervois, G.C.M.G.; salary, £5,000.

PREMIER.—Hon. H. Atkinson.

SPEAKER OF THE LEGISLATIVE COUNCIL (forty-seven members)—Sir W. Fitzherbert, K.C.M.G.; of the HOUSE OF REPRESENTATIVES (eighty-eight members, four being Maories), Sir G. O'Rorke.

CHIEF JUSTICE.—Sir J. Prendergast.

AGENT-GENERAL.—Sir F. D. Bell, K.C.M.G.

BISHOPS.—*Christchurch*, Right Rev. Dr. Harper, Primus; *Auckland*, Right Rev. Dr. Cowie; *Wellington*, Right Rev. Dr. Hadfield; *Nelson*, Right Rev. Dr. Suter; *Waiapu* (Napier), Right Rev. Dr. Williams; *Dunedin*, Right Rev. Dr. Nevill. Roman Catholic Bishop at Wellington, Right Rev. Dr. Redwood.

There is a University, to which the Colleges at Wellington, Canterbury, Nelson, and Auckland are affiliated. The degree of B.A. was lately granted to a young lady of Auckland. Degrees at this University are on a level with those granted by a University in the United Kingdom.

Letters, 1d. and 2d. To England, 6d.

Wanganui, 130 miles north of Wellington; has a population of 4,600; a girder bridge 800 feet long; and a Maori College.

Manchester, or Manawatu, is a new settlement, on a fertile tract, 20 miles by 8 miles, along the River Rangitikei, west of the Manawatu Hills; founded, since 1871, by the Emigrants' Aid

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Corporation, headed by the Duke of Manchester, Col. Feilding, and others. A town is growing up to **Feilding**; population, 1,400.

4.—Hawke's Bay.

On the east coast of the North Island, between Auckland and Wellington; area, nearly 3 millions of acres, about one-half of which has been acquired by Government. The native name is *Ahuriri*. It was part of Wellington till 1858. The climate is dry and sunny, and good for weak lungs.

Colonial population, 17,100.

Chief town, **Port Napier**, or **Napier**, with a good harbour; 400 miles from Auckland, and 220 miles from Wellington. Population, 5,800, including Port Ahuriri. Te Ante is a native College. Hotels here. A rail to Makatuku towards Wellington is 70 miles long.

BANK.—Union Bank of Australia; and others.

NEWSPAPERS.—*Herald* and *Daily Telegraph*.

The soil is a rich pasture for cattle and sheep, with good forest timber. Acres under crop, 600,000.

5.—Nelson.

The northern district of South Island, 160 miles in length by 100 miles in breadth; has a coast line of 300 miles, and an area of nearly 7 millions of acres. Founded 1840. Mount Franklin is 10,000 feet high.

Colonial population, 26,100.

Chief town, **Nelson**, on Blind Bay, a fine harbour, in Cook's Strait; 130 miles from Wellington by sea, and 160 miles from New Plymouth. Population, 6,800. Three Hotels; Cathedral; College. Bellgrove and Mount Rochfort rails, 32 miles.

HOTELS.—Masonic; Trafalgar.

NEWSPAPERS.—*Evening Mail* and *Colonist*.

BANKS.—Bank of New Zealand; Union Bank of Australia; Bank of New South Wales.

Gold was found here, 1857, on the west coast. Coal, iron, and copper are also found. There are 1,605 holdings, and 100,000 acres under crop.

Westport, 145 miles from Nelson; population, 2,000. Coal worked. Rail to Mount Rochfort.

6.—Marlborough.

A north-east district of South Island, taken out of Nelson, 1859-60; 130 miles by 60 miles, or about 3 millions of acres. There are 650 holdings, and 50,000 acres under crop. It produces wool, gold, copper, and coal. Fine scenery on the Pelorus.

Population, 9,330.

Chief town, **Blenheim**, in the rich valley of the Wairau. Population, 2,000. A rail, 18 miles, to Picton, is open.

BANKS.—Bank of New Zealand; National Bank.

HOTELS.—Royal, Marlborough, Ewart's, &c.

NEWSPAPERS.—*Express* and *Times*.

Picton, the former capital, is a beautiful port, on Charlotte's Sound, in Cook's Strait. Population, 835.

7.—Canterbury.

The middle district of the South Island, 200 miles in length from east to south-west, by 150 miles in breadth; has a coast line of 200 miles, and an area of 8¼ millions of acres. Population, 112,200.

Chief Towns.—**Lyttelton** *(Railway and Telegraph Station)*, on the hilly coast (population 4,100); with a pier harbour and graving dock. **Christchurch** (population, 15,500), the capital, on a plain, 10 miles from the port, but joined to it by a rail, opened 1864. It is near Banks's Peninsula; about 200 miles from Wellington and 230 miles from Otago. Founded 1850, by an association of Churchmen, headed by Lord Lyttelton and Mr. Godley; a statue of the latter is placed before Christchurch Cathedral. Lyttelton was at first called Port Cooper. It is said that four ships sent out by the Canterbury Association, which sailed together from England, parted company, and yet reached Lyttelton the same day, not having sighted each other till they got into port.

NEWSPAPERS.—*Telegraph*, *Lyttelton Times*, *Star*, *Globe* and *Press*, daily; *Christchurch Times*, weekly.

STEAMERS.—New Zealand Shipping Company's Direct Line, fortnightly, from London and Liverpool (the head-quarters), and others.

BANKS.—Union Bank of Australia; Bank of New Zealand; Bank of New South Wales.

Christchurch, on River Avon, in view of the Kaikoura Mountains, a snowy range, 9,000 feet high, is regularly laid out, and has, besides the Cathedral and two Churches, the Provincial Government Offices, Supreme Court House, Club House Christ's College, Hospital, Theatre, Music Halls.

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HOTELS.—City; Clarendon; Terminus; White Hart. Water from artesian wells. Tram cars.

RAILWAY.—South to Dunedin, 230 miles. North to Waikari, 50 miles; and 160 miles of branches.

At the Museum, in the Public Gardens, are bones of the apteryx and of the moa, a large extinct bird, 8 to 10 feet high. A fire in October, 1870, destroyed property at Lyttelton, worth £80,000, including the Emigrants' Hall.

The district is very mountainous on the west, bounded by the Southern Alps, a range which is 12,460 feet high at **Mount Cook**, and covered with dense forests. Glaciers are seen hanging down the slope of Mount Cook within 600 feet of the sea level. It was ascended by Mr. Green's party, 1883. It contains Pukaki, Wanako, and other lakes. Grazing and farming are carried out on the rich Canterbury Plains, 2½ million acres, 60 miles wide. About 700,000 acres are under crop. Coal is abundant at Mount Hutt, &c. The sky-lark is heard here; good sport. There is a fine coach road to Hokitiki, over the mountains, 150 miles long.

Akaroa is a French settlement, founded by Baron de Thierry, 1840.

8.—Westland.

This district, formerly part of Canterbury, now a separate one, lies between Canterbury and the Western Sea. It is a strip 200 miles long by 30 miles broad, and has 7,500 acres under crop. Population, 15,000 (a decrease), mostly diggers in the rich gold fields among the ravines at Hokitiki and Greymouth; the produce of which was six millions sterling from 1865 to 1871. Coal, lead, silver, and other metals are found. Flax and timber are abundant. Brunner Rail to Greymouth. Mount Cook, 13,460 feet high.

Hokitiki, the capital, 120 miles from Christchurch, has grown up on a former tract of waste land since the gold discovery; and contains government and town offices, a hospital, three banks, two theatres, and 50 public-houses.

Population, 2,650. Steam to Melbourne, 1,100 miles. Tram to the diggings.

HOTELS.—Empire; Post-office.

NEWSPAPERS.—*West Coast Times*; *Evening Star*.

Greymouth, on the River Grey, has a population of 2,550.

9.—Otago and Southland.

Otago is the Southern district of the South Island, 200 miles in length, by 200 miles in breadth; has a coast line of some 400 miles, and an area of about 14 millions of acres, all of which, virtually, has been acquired from the natives. About 550,000 acres are under crop and grass. Founded 1848.

Population, 134,000, inclusive of Southland (as below), now re-united to Otago.

Dunedin (*Railway and Telegraph Station*), on Port Chalmers harbour, the capital of the district; 180 miles from Canterbury, and 430 miles from Wellington; founded, 1848, by Scotchmen of the Free Kirk. Population, 24,500, or 43,000 with suburbs. At this growing place of stone and brick houses are good shops; the Government Buildings, Town Hall, Hospital, Asylum, Athenæum, Museum, High School, Cathedral; a handsome Presbyterian Church, and above a dozen other churches; Masonic and Oddfellows' Halls; Theatres and Botanical Gardens; wool stores.

HOTELS.—Criterion; Shamrock; City; Prince of Wales.

Rail from Dunedin to **Port Chalmers** (good harbour and graving dock), 9 miles long; Southern—to Balclutha, Invercargill, and Kingston, 216 miles. Branches about 210 miles.

BANKS.—Union Bank of Australia; Bank of New South Wales; Bank of New Zealand (good); Bank of Otago; Bank of Australasia.

NEWSPAPERS.—*Daily Times* (oldest daily in New Zealand), *Star*, and *Herald*, daily; *Witness*.

Gold was discovered here in 1861, and the average produce since that date is 40,000oz. per month, divided among 15,000 miners. Coal is also found. Chief *Goldfields* at Wakalip, Dunstan, Mount Benger, Gabriel's Gully, Waitahuna, Cameron's Run. Coaches run to the diggings, 40 to 50 miles from Dunedin.

Oamaru (a port 60 miles north) has a population of 6,000; Queen and Globe Hotels; a good Court House; Churches, &c. *Oamaru Mail* newspaper.

A sum of £1,000 was voted for introducing salmon into the Waitangi, Molyneux, and other principal rivers. Green oysters have also been imported for breeding. It is noted for good stone.

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The **Southland** portion of Otago, which was taken out of it, 1861, and has been since re-united to it, extends over 80 miles by 60 miles, of level pasture and good soil. Area, 2,000,000 acres.

Chief Town—**Invercargill,** 130 miles from Otago, on New River Harbour, Foveaux Strait, facing Stewart Island, 25 miles distant. Population, 7,000. A short rail to the port. Albion and Royal Hotels.

NEWSPAPERS.—*Southland News* and *Southland Times.*

STEAMERS.—Union Steam Co. From Glasgow, Henderson's Line.

BANKS.—Bank of New Zealand; Bank of Otago; and others.

Stewart's Island, at the south corner of New Zealand, is occupied by a few whalers and natives Its coast abounds with fish.

THE COLONY OF NEW ZEALAND.

PRODUCTS. — Among the products are coal, copper, iron, stone, lime, clay, gold (first seen 1857), wool, the Kauri pine and other timber of a fine hard grain; and New Zealand flax (*phormium tenax*), or wild flax. The Tree Fern is 40 feet high. It is rich in ferns, &c., and yields abundance of fish; but there are few birds, and not many animals, except the rat, lizard, and wild pig. A gigantic bird, the *Moa* or dinornis, is extinct. Some of its bones are to be seen at the Dunedin and Canterbury Museums.

New Zealand has every variety of scenery—plains, valleys, woodland forests covering millions of acres, hills, mountains 8,000 to 13,000 feet high, volcanic peaks, glaciers, hot springs, lakes (as Taupo in the North Island), rivers, and fine harbours. It is near our antipodes, under our feet on the opposite side of the globe. The seasons, therefore, are opposite to ours, January being the hottest, and July the coldest, month. Mr. Hursthouse, an experienced resident, author of *New Zealand, the Britain of the South*, says that it has an English climate, but is drier, with only about "half the cold of an English winter." It is extremely favourable to health. Average mortality, 12 for every 1,000, against 22 per 1,000 in England. Droughts are unknown. There is no fall of the leaf, and no real winter. The North Island, being nearer the equator, is the warmer part. Snow is rarely seen in it, and it lies only a day or two in the South Island; but glaciers and perpetual snow may be witnessed on the top of the highest mountains. Another recommendation is that the settlers are on the whole a superior class to those in the other colonies. A curious hot wind blows in summer along the east coast, which melts the snow on the mountains and fills the rivers. It comes before rain.

LAND SYSTEM.—The soil is easily worked, and is one in which all English grains, grasses, and fruits are reared. Sheep farming on the squatter system, which first prevailed, is now superseded by three classes of holdings:—1st, the Garden Farm, 50 to 100 acres, on the outskirts of towns; 2nd, Mixed Farm, 300 to 1,000 acres; 3rd, the Grazing Farm, 2,000 to 5,000 acres, on which merinos, blood-horses, and shorthorns are bred. As there is no real winter, clover and grasses flourish luxuriantly, and four, five, six, and even eight sheep per acre can be fattened all the year round. Rabbits are a nuisance; factories for their skins have been opened.

Freehold land may be bought in plots of 10 to 40 acres, of the Crown Land Authorities Wool, corn, dairy, and garden produce fetch good prices. Wheat is 5s. to 6s. per bushel. Wool, 1s. 4d. to 1s. 6d. per lb. Sheep, 18s. to 20s. per head. Fat cattle, £12 to £15. Horses, £20 to £50. Cost of living, about the same as in England. Money fetches 8 to 10 per cent., double the rate in England; and various investments of capital are open in the purchase of land and estates. Emigrants with money should, before leaving England, place their capital in a Head Office in London, for transmission to the New Zealand branch, where it may lie at 4 or 5 per cent. till wanted. Free and assisted passages are granted to eligible persons having suitable qualifications.

The registered shipping belonging to New Zealand are 560; half of which are at Auckland and Dunedin.

A paper in the *Maori language* has been brought out by one of the Christian chiefs.

BOOKS ON NEW ZEALAND, &C.—Sir J. E. Alexander's *Incidents of the Maori War*, 1860-1. Lady

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Barker's *Station Life in New Zealand*, 1872. J. Brenchley's *Cruise of H.M.S. Caraçoa among the South Sea Islands in* 1865. Colonel Carey's *Narrative of the late War in New Zealand*. Cook's *Voyages*. Cooper's *New Zealand Settler's Guide*. Dieffenbach's *Travels in New Zealand*. E. Hodder's *Memories of New Zealand Life*. Sir G. Grey's *Te Ika a Maui; or, New Zealand Researches*. C. Hursthouse's *New Zealand, the Britain of the South*, 2nd edition (a valuable work). Haygarth's *Bush Life in Australia*. L. Kennaway's *Crusts, a Settler's Rare Due South*.—(S. Low, 1874.) A. Kennedy's *New Zealand*.—(Longman.) Mrs. Meredith's *Sketches of New South Wales*. H. Melville's *Typee and Omoo; or, South Sea Islands*. Polack's *New Zealand*. Puseley's *New Zealand*. Tyrone Power's *Sketches*. Col. Mundy's *Our Antipodes*. J. De Ricci's *Fiji, our New Possession*. — (Stanford). *Rotomahana; or, The Boiling Springs of New Zealand*.—(Low.) R. B. Smyth's *Ten Months in Fiji*. Mrs. C. Thomson's *Twelve Years in Canterbury*. A. Trollope's *Account of New Zealand* (1873). Also, *New Zealand; or, Incidents of Native Customs and Character*, by a Pakeha Maori; Lord Pembroke's *Old New Zealand* (1876). *Natural Wonders of New Zealand*.—(Stanford). *Brighter Britain*, or the *Settler and Maori in New Zealand*.—(Bentley). Rev. J. Butler's *New Zealand, Past and Present*. G. Rusden's *History of New Zealand*. Sir J. Vogel's *Official Handbook of New Zealand*.

STATISTICS.—In 1881, the imports were worth £7,500,000. Exports, £6,000,000, of which £3,473,000 were from Dunedin, Lyttelton, and Auckland, out of the 23 ports of shipment, chiefly gold, grain, Kauri gum, and wool (worth 3 millions). Revenue (1881), 3½ millions; or if land sales and gold were included, 3¾ millions. Debt, nearly 27½ millions, or £58 a head. Stock of horses (1881), about 162,000; cattle, 700,000; sheep, 1,300,000. Much of the stock belongs to Christianised natives. Nearly 1,250,000 acres were under cultivation, chiefly wheat, oats, and potatoes, besides grass. Immigrants (1870-81), 102,000 Exports of gold (1857–82), worth 40 millions; of which the greatest part was from Otago and Westland. Vessels in and out (1881), 1,530 of 824,000 tons. Railways 1,330 miles. About 880 public schools, and 240 private.

Principal places are distinguished in the following list:—

Those marked thus * are Railway Stations.

*Ahaura
Akaroa
Alexandra
Arrow River
*Ashburton
*Auckland
*Balclutha
Blenheim
Bull's
Cambridge
Campbelltown
Charleston
Christchurch
Clyde
Collingwood
Cromwell
*Drury
*Dunedin
Dunsandel
*Featherston
*Foxton
Gisborne
Green Island
*Greymouth
*Greytown
Hamilton
Hamiltons
*Hampden
Havelock
*Hokitika
Hurunui
*Invercargill
*Kaiapoi
Kaikora
Kakanui
Kapanga
Kowai
*Lawrence
Long Bush
*Lyttelton
Marton
Masterton
*Mataura
*Mercer
Mongonui
Motueka
*Napier
Naseby
Nelson
*Newcastle
*New Plymouth
*Oamaru
Onehunga
Opotiki
*Otahuhu
Otepopo
*Oxford
*Paki
Palmerston
Patea
*Picton (Port Albert)
Port Ahuriri
*Port Chalmers
Queenstown
Raglan
*Rangiora
Reefton
*Richmond
Riverton
Ross, in the hills, where native flax grows
Russell
*Southbridge
Switzer's
Tauranga (Maories), in Bay of Plenty—for the hot lakes and geysers of Rotomahana
Te Awamutu
*Temuka
Teviot
Thames, goldfields
*Timaru, near the zigzag road at Waitangi
*Tokomairiro (Milton)
*Waihao
Waikouaiti
Waimate (the site of the oldest church in the Island)
*Waipawa
*Waipukurau
Waitaha
Wanganui
Wangarei
Washdyke
*Wellington
*Westport
West Taieri
*Winton

About 870 Post Offices. Interest on savings bank deposits, 4 to 4½ per cent. Government annuities work well and profitably.

Chatham Islands, belonging to this colony, are 400 miles east. Another dependency is the **Auckland Islands**, a whaling station, about 150 miles south, covered with good timber. They were for a time inhabited by the survivors of the

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"General Grant," a shipwrecked vessel, who found refuge here for two years. when supposed to be lost. **Antipodes Islands,** a small group 430 miles south-east of New Zealand; so named because they are about 50° S. lat. and 180° long., nearly opposite London.

Norfolk Island, remarkable for the richness of its scenery, in which some of the Pitcairn islanders have settled, is on the north of New Zealand, about half-way to New Caledonia. It is under the direct superintendence of the Governor of New South Wales, but is not a part of that colony. Before 1856 it was a convict settlement, annexed to **Tasmania.** *Magistrate,* F. Nobbs, Esq. *Chaplain,* Rev. G. Nobbs. Area, 13½ square miles. Population, 600; of whom nearly 450 are descendants of the Pitcairn community, and 160 belong to the Melanesian Mission. Here is St. Barnabas, the small Cathedral Church of the diocese of Melanesia (*i.e.* of the Black Islands south of the equator), with a memorial to its first Bishop Patteson (son of the Judge), who was murdered, 20th September, 1871, by the natives of Nukapu, in the Swallow Islands, in revenge for the abominable cruelties of the kidnappers. Bishop, Right Rev. J. R. Selwyn, M.A.

Fiji Islands.—See Route 27.

New Guinea, first sighted by the Portuguese and Spaniards, then by the Dutch, was coasted by Dampier, 1699. One half up to 141° longitude is supposed to belong to the Dutch since 1828, under the name of **Papua.** It is 1,200 miles long, with mountains 7,000 to 13,000 feet high. Attempts made to annex it to Queensland, by hoisting the English flag, 1873 and 1883, have been disallowed by the Home Government; but the union is likely to be effected in another way before many years, by means of the coral reefs, which are growing up here. Among the products are tortoise and pearl shell, gum, sandalwood, camphor, sago, arrowroot, ginger, sugar, ebony, tobacco, nutmeg, rice, and banana.

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SKELETON ROUTE XXVI.

OUTWARD.

PANAMA LINE.

LONDON to WEST INDIES, PANAMA, SAN FRANCISCO, and across the PACIFIC, to JAPAN and CHINA, or to NEW ZEALAND and AUSTRALIA.

Royal Mail Company's Steamer leaves Southampton at 2 p.m. 2nd and 17th of each month.
" " " arrives at Colon.....23rd and 8th of each month.

United States Pacific Mail Steamer for San Francisco, leaves Panama 12th and 30th or 31st,
" " " arrives at San Francisco in 18 days. For the Central American Line 10th and 30th.

Pacific Mail Steamer (Australian Line westward to China and Japan), monthly, *via* New York and San Francisco. See Route 27.

From San Francisco to Japan is 21 days; to China, 30 days; to Sydney, about 24 days.

Departures.—Port-au-Prince (in Hayti), Jamaica, Colon, Carthagena, and Savanilla direct, transferring at St. Thomas to connecting steamers for Porto Rico, Havana, and Vera Cruz; also for St. Kitts, Antigua, Guadaloupe, Dominica, Martinique, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad, and Demerara.

The 17th of the month for Barbados, Jacmel, Jamaica, Colon, Limon, and Greytown direct, transferring at Barbados for Tobago, Trinidad, Demerara, St. Vincent, Grenada. Venezuela, and Savanilla; also for St. Lucia, Martinique, Dominica, Guadaloupe, Montserrat, Antigua, St. Kitts, and St. Thomas.

Passengers.—When the dates from Southampton fall on *Sunday*, the Royal Mail Steamer leaves the following day.

A rail crosses the Isthmus from Colon or Aspinwall to Panama. Rail Tickets can be had at Royal Mail Company's Offices, London or Southampton. Mails and Passengers are transferred to Steamers leaving for the various routes. Passport regulations should be observed.

Fares, see page 353.

Return Tickets for the Atlantic Voyage at a reduction of 25 per cent., available for 12 months.

Children of Cabin Passengers.—One under 3 years, free; if more, the rest to be charged as 3 to 8 years. 3 to 8 years, one-fourth fare, and four to go in one berth; 8 to 12 years, half-fare.

Second Class Passengers in forepart of ship.—Artizans, Emigrants, &c., £20 to £25 each, to the West Indies, Colon, or Mexico, including bunks and bedding. No Return Tickets. Children under 3 years, free; the rest charged as 3 to 8 years. 3 to 8 years, quarter-fare; 8 to 12 years, half-fare. For Intercolonial passages, see the Company's *Handbook*.

Third Class Passengers.—£15; Children in proportion.

Servants.—Two-thirds of lowest rate Saloon fares. Males are berthed in forepart of ship; women have beds in the Ladies' Saloon.

Deck Passengers only.—Troops, sailors, and labourers, carried intercolonially only, one-fourth Cabin Fare. They find their own provisions and bedding. Children under 3, free; 3 to 12, half-fare. No Return Tickets.

Currency.—The Spanish silver dollar everywhere is taken at 4s. 2d. on the Spanish Main; the Chilian Condor is worth 37s.; New Granada, worth 39s.; Doubloon, 64s.; American Eagle, or 20 Dollar piece, 82s.; half-Eagle, 41s.; quarter Eagle, 20s. 6d.; gold dollar, 4s. 1d.; Napoleon, 16s. At Foreign Ports, fares are to be paid in silver dollars, or current coin. At British Colonies, notes of West Indian Colonial Bank are taken. At Martinique and Guadaloupe, gold or silver 5 fr. pieces are taken at about 4s. N.B.—These vary with the Exchange.

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SKELETON ROUTE XXVI.

OUTWARD.—CONTINUED.

PANAMA LINE.

Luggage.—Each Saloon Passenger allowed 20 cubic feet free; 2nd class, 15 cubic feet; children and servants in proportion; to be shipped the day before. Deck passengers, 56lbs. Extra luggage to be charged as measurement goods.

N.B.—All luggage will have to pass the Custom House at the port of destination.

Distances—Time of Journey.—14 days allowed to St. Thomas, 21 to Colon (thence by rail to Panama). From Panama to San Francisco, 15. San Francisco to Japan, 21; to China, about 30. From St. Thomas, 3 days to Jamaica, 2 to St. Lucia, 3 to Barbados, 5 to Trinidad, 7 to Demerara, 11 to Carthagena or Savanilla, 6 to Havana, 10 to Vera Cruz, 9 to Grey Town, 2 to Port-au-Prince (Hayti).

Fares.—Saloon and Quarter Deck (including linen, bedding, steward's fee, and other charges, except for wines, spirits, malt liquors, &c.), viz.:—

1.—First Class, £30 to £43 10s. to St. Thomas; £30 to £49 to Colon, on the direct route.

2.—First Class, £30 to £43 10s. to Antigua, Barbados, Carupano, Demerara, Dominica, Grenada, Guadaloupe, Jacmel, Jamaica, Martinique, Montserrat, Port-au-Prince, Porto Rico, St. Kitts, St. Lucia, St. Vincent, St. Thomas, Tobago, and Trinidad; £30 to £49 for Curaçao, Porto Cabello, and Savanilla.

3.—First Class, £35 to £49 to Carthagena, Grey Town, Havana, and Vera Cruz. North American Ports—Punta Arenas to Mazatlan, £41 5s. to £55 15s.

A whole Cabin, of two berths, not being outside Cabins on main deck aft, secured for exclusive use of one passenger, is charged a berth and a half. A passenger requiring a Cabin with more than two berths, pays for a berth and a half for each of the others. For outside Cabin, or a berth in one, in main deck aft, an extra charge of £5 for each passenger.

N.B.—These differences of rates refer to sleeping cabins only, and to Transatlantic passage out and home. In other respects First Class passengers sail on the same footing. There is no difference between Fore, After, and Main Deck Cabin in Intercolonial passages.

Through Fares for the North Pacific and Japan.—First Class to San Francisco, £40 and upwards; to Yokohama (Japan), £84 10s. and upwards. For South Pacific ports, £42 to £97.

HOMEWARD.

AUSTRALIA, PANAMA, WEST INDIES, and ENGLAND.

The **Pacific Mail Steamer** leaves Sydney, monthly, for San Francisco, *via* Honolulu. **Distance**, 7,200 miles. Time—45 to 48 days to England, viz.:—To Auckland, 5 days; Honolulu, 12 days; San Francisco, 8 days; rail to New York, 8 days; England, 12 days.

The **San Francisco Mail Steamers** to Panama twice a month.

The **Royal Mail Company's Steamers** leave homeward on the following dates from the undermentioned ports:—Colon, *7th and 22nd; Greytown, 15th; Carthagena and Savanilla, *2nd; Jamaica, *10th and 24th; Port-au-Prince, *11th; Barbados, *10th and 29th; St. Thomas, *15th and 25th; Demerara, *6th and 25th; Trinidad, *8th and 27th; St. Lucia, *11th and 28th; Vera Cruz, *2nd; Havana, *8th; arriving at Southampton on the 13th and 28th of the month.

Those marked thus * are a day earlier when the preceding month is 31 days.

Time.—From Sydney 42 to 46 days; Colon, 21 days; St. Thomas, 14 days.

The Royal Mail Homeward Steamers call at Plymouth to disembark mails and passengers desirous of landing; they also land passengers at Cherbourg.

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ROUTE XXVI.

PANAMA ROUTE TO AUSTRALIA, *VIA* THE ATLANTIC, WEST INDIES, SAN FRANCISCO, AND PACIFIC OCEAN.

SOUTHAMPTON.—The Royal Mail Company's Steamers start on the 2nd and 17th of each month, at 2 p.m., for the West Indies; or on 2nd for the direct route to Colon. If these dates fall on Sunday, the departure is deferred to the following day. See Route 1. The run to the West Indies is a most enjoyable trip for invalids and others.

Population, 60,240,

HOTELS.—Radley's; South Western; Dolphin; Royal; Star; Crown. Omnibuses and Tram.

OBJECTS OF NOTICE.—Docks and Quay; Old Battery; Theatre. Bargate or Town Hall; Hartley Institute; Statue of Dr. Watts, in the Park.

BANKS.—Capital Banking Co.; National Provincial Bank; Madison & Co.; Wilts and Dorset.

OFFICES.—In *London*, Royal Mail Company, at 18, Moorgate Street. At *Southampton*, the Company's office is at Canute Road; Capt. T. Bevis, Superintendent. Union Company, in Oriental Place. Through tickets to the Central and South American ports, to San Francisco, Vancouver, Japan, and China.

PASSPORTS.—Passengers should be careful about passports; for which see *Bradshaw's Continental Guide.*

EMBARKATION. — The Royal Mail Company's tenders carry passengers on board, free of charge, leaving the docks not later than 11 30 a.m. on the day of departure. Passengers should not be later than the time of arrival of the train at 11 20. Baggage, except carpet bags and hat boxes, to be shipped the day before.

STEAMERS.—To Hythe, Isle of Wight, Portsmouth, Plymouth, Channel Islands, and Cherbourg. *Royal Mail Company* leave as above. Their fleet numbers twenty-six steamers, some of which are powerful boats, from 3,000 to 3,800 tons, and ten of them are employed on the Brazil line (Pernambuco, Rio Janeiro, Buenos Ayres, &c.) for which this is also the starting point, on 9th and 24th of each month. By this line Lisbon is reached in four or five days; and St. Vincent (see page 309) in seven days beyond. The *Netherlands Line* (from Amsterdam) and *Rotterdam Lloyd*, both for Batavia, call here. From **Liverpool**, the *Harrison Line* leaves monthly for Barbados, Jamaica, Trinidad, Colon, New Orleans, Mexico, and Pacific Ports. The *Pacific Steam Company's* Boats leave Liverpool every fortnight for South American ports, *viâ* Magellan's Straits, in thirty-eight days. *West India and Pacific Mail Company*, for Belize, Colon, Curaçao, Kingston, New Orleans, once or twice a month. The *Compania Mexicana* runs to Vera Cruz, &c. The *Lamport and Holt Line* runs to Brazil and the River Plate.

The steamer proceeds down Southampton Water, past Netley Abbey and Hospital, and in sight of Osborne, the Queen's seat, and of Cowes; then through the Needles and down Channel to the Atlantic. She may perhaps touch at or sight

Fayal, in the Azores or Açores (Hawk) Islands, sometimes called the Western Islands: a Portuguese group, discovered 1468, about 800 miles from Lisbon, 1,300 miles from Southampton. Lat. 38° 30 north, long. 28° 41′ west.

Population, 22,000, on a surface of 40 square miles. It rises about 3,000 feet high in the middle, and is volcanic, like the rest of the group. **Horta,** the chief town, stands on a fine Bay.

BRITISH VICE-CONSUL.—T. Dart, Esq.

Pico Island, to the eastward, is conspicuous from its height, 7,615 feet above the sea at the *Peak of Pico*. Further to the east is S. MIGUEL, or ST. MICHAEL'S, the principal island of the group, which gives name to the well known St. Michael oranges, the staple export from these islands. Tens of thousands of boxes are annually carried to England from St. Michael, Fayal, and the other islands. *British Consul*, R. Synge, Esq. St. Michael is richly wooded, green, and healthy, with a volcanic soil. The temperature is delightful, ranging from 70° to 80°. Provisions are cheap; bread and sugar are dear. Excellent hot springs; and a good harbour at *Punta Delgada*. See *Bradshaw's Continental Guide.* There are Consular officers at Flores, Graciosa, and Terceira.

ST. THOMAS (Denmark), the chief coaling station and centre of the Royal Mail Company's operations in the West Indies, where the Intercolonial steamers branch off on their different lines, first to the Leeward Islands and Demerara; then to Mexico and Colon. Passengers direct for Colon are now carried on without transhipment.—See page 352.

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HER BRITANNIC MAJESTY'S CONSUL.—J. Zohrab, Esq.

UNITED STATES CONSUL.—V. V. Smith, Esq.

SUPERINTENDENT OF ROYAL MAIL COMPANY.—Captain Macaulay. The Company's Outward mail arrives here on the 15th and 4th of each month; and proceeds on the 16th, direct to Colon (Isthmus of Panama), reaching it on the 23rd and 8th. For the other islands and stations, see Skeleton Route 26. The Homeward mail direct from Colon starts on the 7th and 22nd of the month.

Population, 10,000, nearly all negroes.

St. Thomas is a free port, on an island of the same name, lying among the *Virgin Islands*, 36 miles east of Porto Rico; a group discovered by Columbus, and named after the Eleven Thousand Virgins of Cologne. Most of them, including Tortuga, Anegada, Virgin-Gorda, &c., belong to England; but St. Thomas, Santa Cruz, and St. John, or Juan, are still Danish, after having been offered for sale to the United States, 1867. Total population, 34,000.

The town called *Charlotte Amalia* stands under an amphitheatre of hills, round a good, roomy bay; and is protected by Fort Charlotte and two other batteries. The town is badly sewered; the pretty (almost tideless) harbour, into which all the filth runs, being a centre of yellow fever, though improvements have been effected by cutting a canal to carry off the garbage. It is also liable, in common with other West India islands, to fearful hurricanes; one of which on the 29th October, 1867, drove fifty vessels on the beach, and extended its ravages to Tortola (which was reported to have been overwhelmed by the sea) and neighbouring islands. Six of the company's vessels suffered severely on this occasion, two being dismantled, two driven ashore, and two, the *Rhone* and *Wye*, wrecked, with great loss of life. The harbour and town were choked with rubbish. At Tortola, two-thirds of the houses were turned bottom upwards, plantations were destroyed, and Fort William was blown down. Both islands afterwards suffered from a succession of earthquakes, one of which, 18th November, was attended by a great wave, which carried the American war steamer, *Monagahela*, up into the market-place. For a time the Company's station was moved to good anchorage at Peter Island, or Virgin-Gorda, in the same group.

The larger **West Indian Islands**, Porto Rico, Hayti (Jacmel), Jamaica, and Cuba, lying east of St. Thomas, are the *Leeward Islands*; but the English Leeward Islands are Barbados, St. Vincent, Grenada, Tobago, and St. Lucia; while Antigua, Guadaloupe, Dominica, Martinique, and Trinidad, in a chain to the south, are the *Windward Islands*. Demerara (Georgetown), to the south of Trinidad, is in British Guiana, on the mainland of South America; Sta. Martha and Carthagena are near Colon; Greytown is on the Mosquito shore, in Central America; Vera Cruz and Tampico are on the Mexican shore. They are now for the most part united by telegraph cable. Arrangements can be made with the Royal Mail Company for a prolonged visit of 4 to 6 months.

Proceed across the Caribbean Sea to

COLON, or ASPINWALL, on Navy Bay, in the Atlantic, or West Indian side of the Isthmus of Darien, in the republic of New Grenada, or Columbia. It takes one name from Columbus (called Colon by the Spaniards), and the other from an American capitalist and supporter of the Panama Rail, which here crosses the isthmus between North and South America, at its narrowest part.

ROYAL MAIL CO.'S AGENT.—J. F. Way, Esq.

BRITISH CONSUL—R. Crompton, Esq. CONSUL at Savanilla, F. Stacey, Esq.

Colon, the port of disembarkation for Panama, in an unhealthy spot near the Island of Manzanilla, is a depôt for the steamers, and for the railway, which begins here. Vessels lie at the pier.

STEAMERS.—The Outward boat arrives direct on the 23rd and 8th, and the Homeward leaves on the 22nd and 6th or 7th of the month. Steamers run from here to New York in 6 or 8 days; thence to England in 10 or 12 days.

The **Panama Rail**, 48 miles long, from Colon to Panama, on the Pacific side, was made 1856, at a cost of £1,400,000, on land granted by the State for 99 years. It was surveyed by spirit level only, and cost about 3½ times the sum estimated. That it has proved a lucrative speculation, as well as a great public benefit, is shown by the fact that in 1866 it carried 32,000 passengers and 108,000 tons of goods and specie; the traffic having doubled itself in three years. A station every 5 miles. Two-thirds of the receipts are from merchandise, at a tariff of £5 a ton. Gross income, 2½ million

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dollars, on which it has made a dividend of 24 per cent., besides a bonus of 40 per cent., equal to 64 per cent. on the whole. This is after paying £40,000 rent to the State. The *Ship Canal* here, begun by M de Lesseps, will save 10,000 miles to San Francisco, and 6,000 to Sydney.

Trains run frequently every day in 4 hours; fare (if not included in the through rate), 25 dollars. The scenery is forest and jungle. The line passes a series of low marshes to

Gatun, on the Chagres. Then through a forest, in sight of the Cierro Gigante, on the west, a ridge of moderate height, from which Nunez de Bilbao first caught sight of the Pacific, 1503. The summit level of the line, 250ft. above the sea, is reached at the thirty-eighth mile, at the Empire station, from which it makes a rapid descent to the dirty and ruinous town of

PANAMA, on the Bay, or Gulf of Panama; the terminus being close to the landing pier. A steam tender conveys passengers and goods to the Taboga anchorage in the Bay, 10 miles distant, where the Panama Company's vessels lie, under a wooded islet, close to the pier. Here are workshops, houses for the officers and men, with a hospital and theatre. This is the general starting point for the Southern Pacific steamers, viz., for West Coast of South America (Pacific Steam Navigation Company). That for Central America, San Francisco, British Columbia, China, and Japan (United States Pacific Mail Companies) is at Flamenco, near the town.

H.B.M.'s Consul.—E. March, Esq., who is the Company's Agent.

Population, 20,000.

The town of Panama, in the State of New Granada or Columbia, stands on a peninsula, in lat. 9° N., long. 79½° W. It is a fortified place, with a good harbour and anchorage; a Cathedral, Jesuits' College, Town Hall, and other buildings. Fish plenty, but no mutton; other provisions are cheap and abundant; but labour is dear—washing a shirt is a dollar; a cigar, 1s. Trade in pearl shells, hides, sarsaparilla, English cottons, hardware, silk, wine, &c. Dry season, December to April.

By Mail steamers, twice a week, it is 9 days to Valparaiso, 15 to San Francisco.

For **Callao and Valparaiso.**—By Pacific Steam Navigation Company, leave for West Coast of South America. The ports on this line are Buenaventura, Tumaco, Guayaquil, Payta, Pimentel, Huanchaco, Huacho, Callao, Tambo de Mora, Pisco, Chala, Quilca, Islay, Mollendo, Ilo, Arica, Pisagua, Iquique, Cobbija, Taltal, Chañaral, Caldera, Carrazel, Huasco, Coquimbo, Valparaiso, Tomé, Talcahuano, Lota, Corral (Valdivia), Ancud, and Port Montt. These places are in the respective South American States of New Granada, Ecuador, Peru, and Chili, or Chile. **Quito**, the capital of Ecuador, near Chimborazo, is reached by boat, rail, and mule. **Callao**, the port to Lima, has a new Harbour, made by E. Clark, 1852-74; with a Protestant Church and English hospital. Off this is the deepest part of the Pacific, 3,370 fathoms. From **Lima**, the capital of Peru, a rail is making over the Andes to the mountain valleys behind, at one point 15,000 feet high, in the direction of the old Indian road. In the war of 1879-80, Iquique, Pisagua, Mollendo, and Arica, were taken by the Chilians; and Limon was taken 21st January, 1881, when two watering places—Chorrillos, 9 miles, and Miraflores, 5 miles—were destroyed.

For **San Francisco and Vancouver** (British Columbia).—By United States Pacific Mail Steamship Company, twice a month. The ports on the North Pacific line are Punta Arenas, San Juan del Sur, Corinto (Realejo), Amapala, La Union, La Libertad, Acajulta, and San José de Guatemala, all in Central America; Champerico, San Benito, Tonala, Salina Cruz, Port Angel, Acapulco (for this no passengers' cargo will be taken at Panama), Manzanillo, San Blas, and Mazatlan, in Mexico; San Francisco, in United States; Victoria or Vancouver, in British America. For Central America and San Francisco, twice a month. From San Francisco, the United States Mail runs monthly to Australia; and fortnightly to Yokohama and Nagasaki, in Japan; and to Shanghai and Hong Kong, in China.—See Route 27.

Close to the equator, 700 miles from the mainland, are the **Galapogos Islands**, about long. 90° W.; a group of twelve or thirteen islands, discovered by the Spaniards, and called by their present name, signifying Tortoise, from the large turtles and iguanas abounding on them. They are volcanic in character.

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SKELETON ROUTE XXVII.

OUTWARD.

AMERICAN AND PACIFIC LINE.

ENGLAND to NEW YORK, CHICAGO, and SAN FRANCISCO; thence to JAPAN and CHINA; or to AUSTRALIA.

By Steamer, weekly or oftener, from Liverpool, Southampton, Glasgow, or Bristol, to New York, &c. By **Pacific Mail Steamers** and **Occidental Company's Steamers** from San Francisco for Japan, two weekly and monthly; also, monthly to Honolulu, in the Sandwich Islands; thence to Sydney, Australia. These form part of the **Australian Line Westward to China** and **Japan,** from London. Weekly, by Pacific Coast Line to Portland (Oregon) and British Columbia.

Distance.—Liverpool or Southampton to New York by sea, 3,100 to 3,600 miles; New York, by rail, to Chicago and San Francisco, 3,300 miles; thence by sea to Yokohama, 4,800 miles. Yokohama to Shanghai, 1,200 miles; or to Hong Kong, 1,620 miles. San Francisco to Nagasaki, 5,100 miles; to Hong Kong, 6,400 miles; to Singapore, 7,850 miles; to Calcutta, 9,400 miles (or 37 days). San Francisco to Sydney, 7,200 miles, viz.: Honolulu (Sandwich Islands), 2,100 miles; Feejee Islands, 2,900 miles; and Sydney, 2,100 miles. San Francisco to Melbourne, 7,740 miles

Time.—England to New York, 9 to 14 days, according to season of year, and the line chosen. By rail to San Francisco, 7 days (or 14 days, 2nd class). Thence to Yokohama, 17 to 20 days; thence to Shanghai, 8 days. England to Australia, 44 days, quick passage, viz:—16 to San Francisco; 7 Honolulu; 16 Auckland; 5 Sydney. San Francisco to Oregon and British Columbia, 2½ to 3 days.

Fares.—Fares to San Francisco, *viâ* New York and rail, 1st class, about £52; 2nd, about £38. Through to Yokohama, 1st class, about £86; 3rd class, £32; Return, £148. To Auckland or Sydney, 1st class, £71·10s. to £74; 2nd class, £32. Children, in proportion. Steward's fees are included; but wines, spirits, &c., must be paid for. The fares do not include meals or sleeping berths on the railways.

Luggage.—In the Atlantic Steamers, the usual allowance is, 1st class, 20 cubic feet. On the Rail, through, 1st class, 125lbs. In Pacific Steamers, 3 cwt.

HOMEWARD.

JAPAN to SAN FRANCISCO; thence to CHICAGO, NEW YORK, and ENGLAND.

Steamers leave Hong Kong and Yokohama for San Francisco, making the through time to England about 44 days, quick passage. From Sydney, about 44 days.

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ROUTE XXVII.

AMERICAN AND PACIFIC ROUTE TO AUSTRALIA, JAPAN, AND CHINA.

Since the Atlantic and Pacific Railway was opened across the American Continent, a series of *Through Routes*, by steamer and rail, *viâ* New York and San Francisco, has been organised, connecting England, as well as France and Germany, with the shores of the Pacific. The scheme embraces California, Oregon, British Columbia, Sandwich and Fiji Islands, Australia, New Zealand, Japan, and China; full particulars of which can be obtained from Messrs. Cook and Son, Ludgate Circus; American Exchange, 449, Strand; or E. M. Jenkins, 127, High Holborn. By this arrangement, steamers from England and the Continent are combined with the Pacific Mail and the North Pacific Transportation Companies, and with the Atlantic and Pacific Rail, in carrying the traveller right through to his destination, with the least possible trouble and expense to himself. Messrs. C. Clarke & Co., Windsor Chambers, Great St. Helen's, E.C., are Agents for the Pacific Mail Line or Westward Line, from London to Australia and China and Japan, which runs two or every four weeks, at through fares.—See Skeleton Route 27.

Passengers provided with these tickets are met at New York by authorised agents, who give all the necessary information about Hotels, Railways, &c. Daily trains leave New York for Chicago, the ticket-holder having the choice of three different routes. The whole distance of 3,200 to 3,320 miles, from Ocean to Ocean, may be done in "Palace" express trains, in 6 to 7 days; in 2nd class trains, in 7 to 8 days; in emigrant and freight trains, in 17 days.

From England there is a choice of several lines for crossing the Atlantic.

The fares vary from 12 guineas to £26 by Cunard Line, and from 12 to 21 guineas by White Star, Inman, and Allan Lines, according to the time of the year and position of sleeping cabin; others are less. Steerage passengers, 4 to 6 guineas, by all boats. From New York to San Francisco, the railway fares are about £25 18s., £19 14s., and £12 4s.; from Quebec to San Francisco, the rates are rather lower.

From Liverpool to Yokohama, the through fares are about £96 (1st), and £38 14s. (3rd); to other places in proportion. Return and All Round the World tickets are issued. A through ticket to Yokohama will save money. You change it at New York for coupons to San Francisco and a pass to Yokohama; also 250lbs. of luggage is allowed instead of 150lbs.

1. Allan Line—Liverpool to Quebec, every Thursday, during summer. Liverpool to Halifax and Portland, every Thursday, during winter; and Liverpool to Halifax, Boston, and Baltimore, regularly all the year round. See Advt., p. 434.

2. American Line—Liverpool to Philadelphia, every Wednesday.

3. Anchor Line—Glasgow to New York, every Thursday. London to New York, every Wednesday. Liverpool to New York, every Wednesday.

4. Cunard Line—Liverpool to New York, every Saturday. To Boston, every Wednesday.

5. Dominion Line—Liverpool to Quebec and Montreal, every Thursday (in summer).

6. Union Mail Line—Liverpool to Newport News (Virginia), *viâ* Bermuda.

7. Inman Line—Liverpool to New York, every other Tuesday and Thursday. See Advt., p. 435.

8. Harrison and the West India Lines—Liverpool to New Orleans, calling at Corunna and Havana.

9. National Line—Liverpool and London to New York, every Wednesday.

10. North German Lloyd—Southampton to New York, every Tuesday, 8½ days. Two ships are 6,000 tons, and 455 feet long.

11. Red Star Line—Antwerp to New York, monthly, and to Philadelphia.

12. State Line—Glasgow to New York, every Friday.

13. White Star Line—Liverpool to New York, every Tuesday or Thursday. See Advt., p. 435.

14. Great Western Steam Ship Line—From Bristol, every fortnight.

15. Hamburg American—From Hamburg and Havre.

The Monarch, Furness, Beaver, and other Lines. Some follow the "Lane" Route—a specific course, which lessens the chance of collision.

The Intercolonial and Grand Trunk Rail, opened 1871, through British territory, brings Halifax and St. John into communication with the New England and New York lines; and thus furnishes the traveller, by means of the steamer to Halifax, with the quickest route across to San Francisco.

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Tickets taken in London are good for the first departure after arrival at New York, or San Francisco, or for any subsequent departure. The prices include meals and steward's fees on board, but not wines, &c.; and are exclusive of berths and meals on the rail. Passengers pay for their own subsistence at New York or San Francisco. Custom House. Luggage is strictly examined at New York, and passengers should declare any new goods or merchandise which cannot properly be called personal effects. Merchandise for China may be sent through the agents from New York to San Francisco.

England to New York, 9 to 14 days. From **Liverpool,** steamers proceed down St. George's Channel and round the south coast of Ireland, touching at Queenstown in Cork Harbour; hence in 7 to 8 days, by a quick run. From **Glasgow** they pass across the Irish Sea, through the North Channel, past the Giant's Causeway, and touch at Moville, near Derry, on the north coast of Ireland.

Thence across the Atlantic, and past Cape Cod and Long Island, to

NEW YORK, the largest city and commercial port in the United States, and capital of New York State, 3,020 miles from England, 3,200 miles from San Francisco, 230 miles from Boston, 331 miles from Portland (where Mr. Peabody's body was landed in state from H.M.S. Monarch, 29th January, 1870), 90 miles from Philadelphia, 226 miles from Washington, 744 miles from Cincinnati, and 1,074 miles from St. Louis.

Population (1881), 1,207,000, against 943,000 in 1873; Brooklyn, 567,000. The traveller will here make his acquaintance with buck-wheat cakes, clams, gumbo soup, &c., and drinks of all kinds.

HOTELS.—Many of them will lodge hundreds of guests; charges, 4 to 5 dollars a day in the best. Astor House, in the Park and Broadway. Windsor, Albemarle, and Brevoort, in Fifth Avenue. Fifth Avenue Hotel, containing 1,100 rooms. Clarendon, Fourth Avenue. Grand Hotel and Grand Central, both in Broadway. Leland's Sturtevant, Broadway. New York, Broadway (for Southerners). Gilsey's, Broadway. Union Square Hotel. St. Nicholas, Broadway. Westminster, East Sixteenth Street, where Charles Dickens stopped. Delmonico's, a well-known restaurant.

COINS.—Cents (or halfpence), nickels or 5c.; 10c., 25c., 50c., and dollars, in silver; 2½ dols. (10s.), 5, 10, and 20 dol. pieces, in gold; and notes of the National Banks for 1, 2, 5, 10, 20, 50, 100, 500, and 1,000 dollars. Circular notes may be got; and stamps are useful for small change. 1 gold dollar=4s. 2d. £1=4 dollars 85 cents, say 5 dollars. 1s.=25 cents.

BANKS.—Bank of New York and others.

CONVEYANCES.—Vehicles of all sorts are dear. Good light four-wheelers, for which a dollar to two dollars is the tariff charge for two persons for two miles. Make a bargain.

OMNIBUSES or stages, 10 cents; and street rails or trams, 5 cents, along the chief thoroughfares.

POST-OFFICE.—In City Hall Park, 340 feet long. The old Office in Nassau Street, near the Exchange, was formerly the Dutch Church.

AGENTS FOR THROUGH PASSAGES.—Mr. F. Knowland, 287, Broadway, who will undertake the Custom House, Shipping, and other business. Messrs. Cook and Son, 261, Broadway; E. Jenkins, 287, Broadway; American Exchange, 162, Broadway. Agents in London, Baring Brothers; Brown, Shipley, and Co.; H. S. King and Co.; C. Clarke and Co., Great St. Helen's. Emigrants are protected by a Board of Commissioners at Castle Gardens, where tickets can be got, with information as to routes, fare of luggage, &c.

H.B.M.'s CONSUL GENERAL.—W. L. Booker, Esq.

CONSUL.—J. P. Edwards, Esq.

CUSTOM HOUSE, near Exchange, in Wall Street.

RAILWAYS.—About 20 run out to Boston, Albany, Montreal, Buffalo, Chicago, and the Pacific, Philadelphia, Baltimore, Washington (where President Garfield died, 20th September, 1881), and every part of the Union, as well as of the Dominion of Canada. Central depôt, 700 feet long. For Chicago, there is a choice of the New York Central, the Erie, or the Pennsylvania Central. Fares, 3 cents (1½d.) per mile; drawing room and sleeping cars a little extra. About 100lbs. of luggage allowed; take a check for it.

STEAMERS.—To Liverpool, Cork, Glasgow, Southampton, Havre, Hamburg, Nova Scotia; to Boston, Philadelphia, and other ports on the Atlantic coast; to St. Thomas, Havana, New Orleans, Vera Cruz for Mexico, and Panama. Those who prefer the

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sea voyage to San Francisco can take the Pacific Mail Steamers for the Central American and Mexican lines to Aspinwall (Isthmus of Panama) thrice a month.—Agents, 257, Broadway. Or, the Atlas Line, every two weeks, in connection with the Liverpool lines. They pass **San Salvador** (the first land seen by Columbus), Cuba, St. Domingo, and Jamaica; about 2,000 miles. Then cross the Isthmus by rail (3 hours), and take the boats leaving Panama for San Francisco; making the through trip in 21 days.

FERRY STEAMERS to every part of the neighbourhood—Brooklyn, Staten Island, Jersey City, Hoboken, Communipaw, &c. Fares, about 2 cents (1d.) a mile. The Brooklyn Ferry leads over to the Navy Yard at Long Island. Here is the great **Suspension Bridge,** 135 feet above the water, and 5,063 feet long.

New York, founded by the Dutch as New Amsterdam, 1614, received its present name, 1664, when it was taken from the then governor, Stuyvesant, or Peter the Headstrong, by Admiral Holmes, for the Duke of York (James II.), to whom this and all the neighbouring territory was granted by Charles II. For a true and particular account of the good old times of the famous Dutch dynasty, see Diedrich Knickerbocker's *History of New York.* It was given up, 1783, at the Declaration of Independence, and here the first Congress of the Thirteen States was held.

It stands at the south corner of Manhattan Island (15 miles long, 1 to 3 miles broad), and in the south corner of the State, between the mouth of the Hudson and East Rivers; the Hudson (1 mile broad) dividing it from Jersey City in New Jersey on the mainland; and the East River (¼ mile broad), from Brooklyn and Williamsburgh, on Long Island, by which it is approached from the sea through the Narrows. At the south point are the Battery (a park of 12 acres) and Castle Clinton, now the Emigrant depôt, having Governor's Island and its arsenal in front, and Staten Island, Sandy Hook, and the Neversink Hills (280 feet high) more distant. The sea fronts on the east and west sides, 3 and 4 miles long, are lined with jetties, wharves, but no docks; the water being deep enough for the largest ships at all tides; and the Harbour or Bay, usually crowded with shipping, is 7 to 8 miles long, and 1½ to 5 miles broad, with safe anchorage everywhere, protected by twelve forts. From the Bowling Green and the narrow streets of the old Dutch town, near the Battery, the principal thoroughfares strike off as from a centre, viz., Broadway, 4 miles long, a fine, wide street, but badly paved, containing the best churches, hotels, shops, and stores; Hudson Street, Chatham Street, and the Bowery, East Broadway, and other streets. Stewart's large dry goods store employs 1,800 persons. The new parts of the city are laid out chequerwise, as wearisome and uninteresting as at Philadelphia, and for convenience are described by numbers and letters. For instance, the Central Park lies between "Fifth and Eighth Avenues and 59th and 110th Streets." Along North Avenue is a light rail on T uprights. The city municipal income is about 4 millions sterling; and its public debt 20 millions. The Customs duties amount to above half a million sterling weekly.

Houses of brick, dark grit, or white hard limestone. Among the leading **Public Buildings** are the Exchange, in Wall Street, built of granite, and covered by a dome, and lately enlarged; the marble Custom House; City Hall and Law Courts, of stone and marble, 216 feet long, in the Park; New Post-office, as above; University, in Washington Square, built 1856; Columbia College, founded, 1754, as King's College; State Prison, in Washington Street; Tammany Hall and its offices, for public meetings. A great fire in 1835 burnt the first Exchange, with 500 houses, destroying 13 million dollars' worth of property. There are 300 Banks in New York. Washington (or Fulton Street) *Market* is near the Brooklyn Ferry. Navy Yard covers 40 acres. Madison and Washington Squares.

Churches and Chapels, about 330—of which Protestant and Methodist Episcopal are 120; Presbyterian, 55; Roman Catholic, 40, including St. Patrick's Cathedral; Baptist, 30. Some of the best are—Trinity, in the Gothic style, with a spire of 284 feet; St. George's; Transfiguration; Grace and Christ Churches; St. Paul's, with a spire 203 feet high; and St. Peter's, all in Broadway; St. John's, near St. John's Park; St. Thomas's; Messiah (Unitarian); St. Patrick's Roman Catholic Cathedral—marble, Gothic, 334 feet long, with two spires; and St. Stephen's; the Brick Church (Presbyterian). About twenty-seven Synagogues, the Jews being numerous here; their Temple Emanuel is Saracenic in style. There are 230 churches in Brooklyn, in Long Island, including Mr. Ward Beecher's, which holds 3,000.

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Clubs.—The Travellers' Club, Fifth Avenue; Manhattan; and others.

Theatres and Places of Amusement.—For *Opera*, the Academy of Music, and French Theatre, both in Fourteenth Street. Grand Opera House, in Eighth Avenue. *Theatres:*—Booth's Theatre, one of the finest, in Sixth Avenue; Bowery, holding 3,000; Fifth Avenue Theatre, small and handsome; Niblo's, Broadway; Olympic, Broadway, where Sothern first came out; Stadt, for German music; Wallack's, Broadway; Tammany, Fourteenth Street. Wood's *Museum*, formerly Barnum's, Broadway. *Halls*—Central Park Gardens; and Atlantic Gardens Circus, in Broadway.

Open Places of Recreation, &c.—Union Square and its Fountain; Tomkins's Park, between Avenues A and B; Central Park, up Broadway, a fine space, of 840 acres, 2½ miles long by 1½ broad, containing a museum, Louvre library, lakes, and reservoirs, with statues of Professor Morse, the telegrapher, Walter Scott (1872), and Burns. The Museum of Art is 800 feet by 500. A Natural History Museum, 500 feet by 600 feet, in Montallan Square, near the Park. At Prospect Park (510 acres), in Brooklyn, is W. Irving's statue. Greenwood Cemetery has an area of 242 acres. Statue of Liberty, 137 feet high, on a pedestal 165 feet, in progress.

Libraries, Museums, Hospitals, &c.—Rotunda and New York Institution, in the Park, State Library; Mercantile Library, formerly the Astor Opera House, where the Macready riots of 1848 took place. It is near the Bible House of the American Bible Society. The Cooper Union, or Free Library, includes the American Institute (1829). Astor Library, founded by J. J. Astor, 1853-7. New York Society's Library, old and good, dating from 1700. Public Hospital, in Broadway; Belle Vue Hospital, 1,200 beds; Deaf-Mute Asylum; Lunatic Asylum.

Noticeable Spots.—The Sub-Treasury, a Grecian pile, 200 feet long, on the site of the Congress Hall, where Washington was inaugurated First President, 1789. Old Dutch Church of St. Nicholas, in Nassau Street. William Street, where Washington Irving was born. Brighton, a fine spot, on Staten Island. Fort Hamilton and Lafayette (the Southerners' prison), and Cedarmine, where W. C. Bryant lived, on *Long Island*, noted for its boating, fishing, and shooting. Hell Gate, on East River. The Bridges to Winchester, and viaduct for the rail, across the River Haarlem, at the further end of Manhattan Island, near the *Croton Aqueduct*, which brings water a distance of nearly 40 miles, to a reservoir of 35 acres in the city, and cost nearly 2½ millions sterling. The Aqueduct, opened 1842, comes in by the *Haarlem Bridge*, which is 1,450 feet long, on fifteen arches, 115 feet high. Jerome Park, near Winchester. Scenery on the *Hudson River*, so named after Hendrick Hudson, an Englishman in the Dutch service, who first sailed up it, 1619, and was afterwards lost in Hudson's Bay. Fulton tried his first American steamer, the Clermont, on it, 1807, after his return from England. Along its banks are Audubon's House and Park; the Croton Dam; the villages of Yonkers and Irvington; Sunnyside, where W. Irving lived; Sleepy Hollow and Woolfert's Roost; the Highlands, and *West Point Military Academy*, 51 miles from New York; Kaatskill or Catskill Mountains; Lebanon and Columbia Springs; Albany; Troy and the Hoosac Tunnel (5 miles); *Saratoga Springs*, Lake Champlain, and the White Mountains.

Trips from New York by Rail.—Menlo Park (Edison's) is 24 miles S.W. To Greenport, through Long Island, 94 miles; to **Boston,** direct, 236 miles; thence to **Portland,** where Mr. Peabody's remains were landed in state, from H.M.S. Monarch, 1870. To Cambridge, where Longfellow lived. Up the Hudson to Albany, 143 miles; or Troy, 148 miles. From Albany to Boston, 201 miles; Albany to Buffalo, 297 miles; or to **Niagara,** 306 miles; thence to Chicago, 514 miles; or to Oil City and Pittsburg. Troy connects with Rensselaer and Saratoga; or with Rutland, and thence to **Montreal** and **Quebec.** Montreal is about 450 miles from New York.

New York, past Long Branch bathing-place (11 miles) to **Philadelphia,** 89 miles; thence to Baltimore, 98 miles; thence to **Washington,** 39 miles; total, 226 miles. At Philadelphia, the Centenary of Independence, 1876, was celebrated by an *International Exhibition*, in Fairmount Park, over the Schuylkill. The Park contains 2,700 acres, of which 230 were enclosed, and 75 covered by 200 different buildings and annexes. The bi-centenary of Penn's landing was observed in 1882.

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New York to Cincinnati (*viâ* Pittsburg), 744 miles; thence to Louisville and Cave City (for the **Mammoth Caves** of Kentucky), 192 miles. New York time is 12 minutes earlier than Washington, and 3 hours 14 minutes earlier than San Francisco.

Railway Guides.—*Travellers' Official Guide*, monthly; *Appleton's Dictionary of New York; Appleton's Railway Guide*, fortnightly; *Appleton's Handbooks* to the Northern, Southern, and Western States; *Bacon's Descriptive Handbook of the United States; Englishman's Guide-book to the United States* (Longman); *Picturesque America;* all supply information about places visited. The railways give time-tables and guides with the tickets.

Across America.—Passengers with through tickets have a choice of routes to Chicago, and can break the journey here and at Omaha and Ogden, and resume their places at pleasure. Through 1st class are allowed 125lbs. of baggage; other 1st and 2nd class, 110lbs. Excess is charged at 5 to 15 dollars per 100lbs.; keep a portmanteau with you, and check the rest. The fare does not include berths or meals in the rail, but meals (2½ dols. a day) may be obtained at several stopping places. As to berths, passengers who do not wish to break the journey should take the fast Pacific express (1st class only), in 6 days 20 hours, with comfortable sleeping berths in "palace coaches." Average rate, 20 to 30 miles an hour. These palace coaches are travelling hotels, and include dining cars, at which forty-eight persons can sit down, besides kitchen, pantry, &c., and sleeping cars, with complete bed-room accommodation. Single berths, 2 dols. a night; fee to porters, 2s. a day. No sleeping berths are provided for 2nd or 3rd class passengers, and 2nd class passengers do not trave with 1st class trains. As a rule the trains are slow, the cars uncomfortable, and the refreshment rooms bad.

The routes as far as Chicago, from which through ticket holders may choose, vary a few miles in length, 950 to 980, but the running time is nearly the same—36 hours to Chicago, 49 to Omaha, 50 to Ogden, 49 to San Francisco—or, about 7¼ days; changing at the places mentioned.

1st. The Pennsylvania Central Rail, the most direct, as below.

2nd. The New York Erie, and Western (late Erie Rail), to Dunkirk, on Lake Erie (460 miles), on the broad gauge; passing the fine scenery along the boundary of New York State and Pennsylvania, the head waters of the Delaware, Susquehanna, and Allegheny. From Dunkirk, along Lake Erie, to Cleveland, Sandusky, and Toledo, and by the Michigan Southern to Chicago.

3rd. By the New York Central, up the banks of the romantic Hudson (open only in summer), to Albany, the capital of New York State and seat of the legislature, 150 miles. Albany to Buffalo, on Lake Erie (300 miles), by the beautiful Mohawk Valley, past Schenectady, Utica, Rome, and Syracuse. From Buffalo, the *Falls of Niagara* may be reached by a short branch line of one hour. Beyond Buffalo the line follows the south side of Lake Erie, past Dunkirk, &c., to Toledo (as above), 295 miles; thence to Chicago. Or the north side of the Lake may be followed, past Detroit. A fourth route is now open, by the North Pacific Line, from St. Paul Minnesota, to Oregon, past the *National Park;* with two Southern Routes, *viâ* Atcheson, Topeka, and Sta. Fé; and *viâ* New Orleans, Houston, and El Paso. These last avoid the cold weather of the Sierra Nevada.

Atlantic and Pacific Railway (by the direct route *viâ* the Pennsylvanian Central).—This great work, 3,269 miles long, was opened 1870, and spans the whole width of the American continent to San Francisco. It passes through the following states and territories:—New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California, *viâ* the towns of Pittsburg and Chicago; Rock Island, on the Mississippi; Omaha, on the Missouri; Cheyenne, under the Rocky Mountains; Ogden, near Salt Lake City; and over the Sierra Nevada to Sacramento. As New York is in long. 75° W., or 5 hours later in time than London, and San Francisco, in long. 120°, or 8 hours later, it follows that the traveller going westward by this route will find his watch gain this much, or lose it if coming eastward.

The lines and distances are as follow:—	Miles.
Allentown Line—New York to Pittsburg	431
Pittsburg, Fort Wayne, and Chicago Line	468
Chicago, Rock Island, and Pacific Line—to Missouri River and Omaha	493
Union Pacific—Omaha to Ogden	1032
Central Pacific—Ogden to San Francisco	835
Total distance	3,259

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Leaving New York, passengers and their luggage are carried free by ferry steamer to

Jersey City, in the New Jersey State ("N.J."), where the Cunard and Bremen steamers lie. Population, 121,000. Here the Philadelphia and Erie Railways begin. It has timber yards and several factories, and large abattoirs at Communipaw.

Pass *Easton*, on the River Delaware, in Pennsylvania ("Pa."), and *Allentown*, to

READING, near the Blue Mountains, on the River Schuylkill, where the Schuylkill and Union Canals join, among coal and iron mines under Penn's Mount, 1,000 feet high, so called from the Penn family, its founders, 1748. Population, 43,300. Here are a fine Court-house, 200 feet square; and covered bridges and viaducts, hat factories, tan works, rolling mills, and Episcopal and Lutheran churches. Many Germans here. The line follows the Blue Mountains and the canal to

HARRISBURG, the State capital, on the Susquehanna, at the junction with the Pennsylvania Central Rail. A covered railway bridge, 3,670 feet long. Population, 31,000. Here are the Pennsylvanian State House, a court-house, market-house, &c. rolling and steel works, railway carriage factories. It was nearly taken by the Confederates before their defeat, 2nd July, 1863, at Gettysburg (70 miles distant). The Cove and Peter Mountains are in view, and the prospects towards Pittsburg are striking.

> "And thought how sad would be such sound
> On *Susquehanna's* swampy ground,
> Kentucky's wood-encumbered brake,
> Or wild Ontario's boundless lake,
> Where heart-sick exiles in the strain
> Re-called fair Scotland's hills again."—
> *Scott's Marmion.*

The line now threads the Blue Mountains, and crosses and recrosses the beautiful River Juniatta to *Huntingdon*, an old place (for the States), among mines of coal, lead, alum, &c., named after Selina, Countess of Huntingdon. Here a branch line goes off to Broad Top Mountain and Bedford Springs. Thence to

Altoona, at the foot of the Allegheny Mountains, in Tuckahoe Valley, noted for its iron ore. Here are railway works, and Logan House for visitors. The *Allegheny Mountains* (pronounced "Alleg'heny") are a fine, well-wooded range, with an average height of 2,500 feet, and altogether about 1,500 miles long; running parallel to the west coast of America from Georgia to Maine, and dividing the rivers which run to the sea from those which run towards the Mississippi. In the next 11 or 12 miles our rail crosses the main ridge and three or four other parallel ridges, by a series of zigzags and steep curves, along the edges of the valleys, displaying great feats of engineering, up to a tunnel at the top, 3,670 feet long, ending at

Gallitzin, so called after a Russian prince of that family who settled here, 1788. Then comes

Cresson, with its springs, near a healthy resort, 3,000 feet high, and *Ebensburg*. From this, following the River Conemaugh, it slopes 11 or 12 miles down to *Johnstown* and

Blairsville, on the Conemaugh. Population, 2,000. Thence to

PITTSBURG or PITTSBURGH (named after the first William Pitt, 1765), the American Birmingham, and a port on the Ohio, where the Monagahela and the Allegheny Rivers join it. Population, 275,000, with the suburbs of Birmingham, Manchester, and Allegheny (7,900). It has abundance of coal, iron, and water power; and here engines for railways, and for boats on the Mississippi are made, as well as steel and hardware goods of all sorts, cutlery, firearms, stoves, &c. Here are seven bridges on the two rivers, with the United States Arsenal; and around it above a hundred collieries, and about 450 factories for iron, glass, steel, copper, brass, oil, cotton, &c. In the Oil Works (60), petroleum is refined for exportation; which comes from the natural wells round *Oil City*, near Franklin, the centre of the oil region, lying 131 miles north, on the Niagara line, towards Lake Erie. The first oil well was opened here, 1857. From Pittsburg a railway strikes off to **Cincinnati** on the Ohio; to **St. Louis** on the Mississippi; to Nashville, and Memphis.

Our line follows the Pittsburg, Fort Wayne, and Chicago line, to *Rochester* and *Spence*, then *Enon*, the first station in Ohio State ("O."), the fertile and level plains of which are covered with farms. It extends to Lake Erie, and takes in the large town of Cincinnati, but the State capital is Columbus. Pass the new and growing towns of *Alliance*, *Mansfield*, and *Lima*, the Sandusky and other streams, with much forest land and rolling prairie, to

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Fort Wayne, in the State of Indiana ("Ind."), a trading place, where the three heads of the Maumee or Miami unite, before it falls down to Lake Erie. Population, 27,000. From here the line runs straight into the State of Illinois ("Ill."), on to

CHICAGO, the metropolis of the north-west, at the bottom of Lake Michigan, finely seated on a slope towards the Lake, 900 miles, or 29 hours from New York. Population, about 503,300. In 1840, it was only 4,000; and, in 1833, it figured as a mere *name* near Fort Dearborn, an Indian trading port which had twelve houses.

HOTELS.—Grand Pacific (one of the largest in the States); Sherman House; Tremont; Palmer's; Gardner's.

CABS.—Fares, 50 cents for 1 mile.

BRITISH CONSUL.—J. Warrick, Esq.

EMIGRATION OFFICE.—57, South Clark Street.

It is now the greatest outlet for the produce of the Western States—bread-stuffs, lumber (timber), pork, &c.—by means of 15 or 16 railways, which centre here, and its ample water communication through the lakes, Michigan, Huron, Erie, Ontario, down to the St. Lawrence. Here are extensive shipping wharves; factories for the swift conversion of swine into pork; well-built streets of handsome houses; a court-house and armoury, custom-house, cathedrals, and churches, banks, water-works, hospitals, and all the apparatus of a flourishing city. Riverside is a fine suburb. In 1872, about 70 million bushels of grain came to market, with 1,000 million feet of timber (lumber); 1,000,000 cattle, 4,000,000 hogs, and 5,000,000 sheep. About 25 enormous elevators shoot grain into the vessels, at the rate of 15,000 tons a day; one vessel can be filled in twenty minutes.

The great fire of October, 1871, ravaged a space of 2,124 acres, and destroyed 17,450 houses, including 43 churches and chapels out of its 200 places of worship, 32 hotels and schools, 5 theatres and museums, 128 newspaper and magazine offices, many public buildings, and the railway stations and bridges. The burnt property was valued at 190 million dollars. Another fire in 1874 extended over 60 acres. It is now almost all rebuilt, large sums having been subscribed in the States and in foreign countries. The houses are of brick, but the roofs of shingle or tarpaulin; and the pavements are of plank. The waterworks are supplied from an artesian well, and from the Cribb Tower, 160 feet high, in the Lake, communicating with a tunnel 2 miles long. Drexel Boulevard leads to the *Park*. Chicago is described as a mixture of "Paris boulevards, Regent Street and the Bayswater terraces, New York Broadway, and the shantics of the backwoods." It was visited by the Prince of Wales, September, 1860.

Its site is low, on the rich black soil of the prairie, and at first the town was much troubled with mud and bad drainage; to obviate which, in 1856, the streets were raised generally 4 feet or so, by a covering of gravel and clay from the Lake; the side walks and houses being left at the lower level. Some of these side walks are of stone; others which were of wood helped to spread the fire. Many of the houses have since been raised bodily to the higher level of the street; in particular the Tremont Hotel, a great six-storey brick building; which was gradually lifted by machinery, without showing a crack in the walls and while full of guests. The distance to Montreal, through the lakes, for ships is 150 miles less than *via* Buffalo and New York, with 16 less locks; besides which Montreal is 300 miles nearer to Liverpool.

Within a few miles is one of the head streams of the Illinois, which runs into the Mississippi; and a Canal, 105 miles long, from one of its branches (the Vermillion River), to Chicago, has been cut; thus uniting the waters of the Gulfs of St. Lawrence and Mexico. **Milwaukee,** to the north, is a part of Wisconsin State, formerly called Joe Davis's County.

From this town the route follows the Chicago, Rock Island, and Pacific line, to Bureau, the junction for *Peoria*, on a line running to St. Louis. Thence to

Rock Island City, on the Mississippi, at the junction made by the Rock River; so called from a picturesque island, on which there is a government Arsenal. Population, 5,500. Steamers up and down the river. Some rapids are seen here. A branch line turns off to **St. Paul, Minnesota,** and **Minneapolis,** for the North Pacific rail, and the *National*, or Yellowstone, *Park*.

The **Mississippi,** or *Missi Sepi*, "great water." rises near Lake Winnipeg, in Minnesota, and, including its chief feeder, the Missouri, is 4,400 miles long, down to New Orleans, or the longest in the world. At Prairie du Chien, north of Rock Island

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and the Cedar Rapids, it is 600 feet above sea; at St. Louis, 1,300 miles from its source, where the Missouri falls in and discolours its waters, it is 416 feet above sea, and 5,000 feet wide. The floods are out from February to June. Hundreds of steamers now run on different parts of the great river.

Wilton, in the State of Iowa ("Ia."), where the line to Kansas City and the South Pacific turns off.

Des Moines, the State capital, on the Des Moines River, a branch of the Mississippi. Population, 4,000.

Council Bluffs, a bold height on the Missouri, opposite Omaha, formerly a meeting-place of the Sioux Indians. The *Missouri*, or "mud river," is one of the great feeders of the Mississippi, 3,100 miles long, from its source in the Rocky Mountains in Idaho territory to St. Louis, which is 1,290 miles from the Gulf of Mexico. It flows swift and turbid for the most part through a flat prairie country; but near its source is a fine gorge, or gate, 1,200 feet high, and below this is a series of grand falls, one 75 feet high. The width at Council Bluffs is about 2,500 feet; to cross which, for Omaha, an iron viaduct, on eleven spans, was opened, 1872. Steamers up and down the stream.

OMAHA, the new capital of the state of Nebraska ("Neb."), at the converging point of the rails to the Far West, opposite Council Bluffs, and about half-way to San Francisco, 1,867 miles distant, 490 miles from Chicago. Population, 31,000. The Chicago and North Western, a parallel line to the Chicago and Rock Island, joins here, with several railway and mail routes; and the Platte River falls into the Missouri a little below. Omaha, with its growing population, lyceums, and other institutions, was founded 1852, but dates mostly from 1862, when Congress determined on the Pacific route; since which time land here has doubled its price ten times over. Here are eleven or twelve hotels, factories, breweries, an Emigrant Home, and the Company's workshops, on 30 acres.

Stimulated by subsidies of $16,000 to $48,000 per mile, according to the nature of the ground, and grants of land 10 miles wide along the route, the *Union Pacific* line, starting westward from Omaha, was begun January, 1866, simultaneously with the *Central Pacific*, starting eastward from San Francisco, on which side 10,000 Chinamen were employed. Both lines are single for the most part. Thousands of ox teams were employed in bringing materials. The most difficult part was the high sterile ground between the Rocky Mountains and the Sierra Nevada, and the passes over each range, 7,000 to 8,000 feet high, to which supplies had to be brought hundreds of miles. The ascents to the mountains were found to be more gradual and easy than was at first supposed; for in one part a pine shed, or covered way, 40 miles long, has been constructed to protect the line from snowdrifts. The route was opened by the formal junction of the two lines at Promontory Point, near Ogden, on 10th May, 1869, at noon; and the first English mail went through it, reaching Sydney in two months from England.

The Union Pacific line follows the valley of the Platte, and the former waggon road up to the Rocky Mountains. Time from Omaha to San Francisco, four and a half days; fares, 100 dols. Meals are served at places marked * at 1 dol. and ¾ dol. a head; time allowed, thirty minutes. No fees, except 2s. a day to servant of the sleeping cars. Good shooting and fishing along the line. Leaving Omaha, the line comes to **Fremont,** 1,152 feet above sea, 47 miles from the Platte River hills, named after Col. F. Fremont, one of the first pioneers in this direction. Here is a branch to West Point. *Columbus*, 1,432 feet above sea.

***Grand Island,** on the Platte River; to

Kearney, 2,106 feet above sea, 195 miles, where the Central Branch line from Kansas City joins, and so called from a fortified post on the old mail route.

North Platte, 2,789 feet above sea, 291 miles at the junction of the north and south forks of the Platte River. Antelopes and prairie dogs are sometimes seen.

Denver Junction, 371 miles from Omaha. Colorado branch rail here.

***Sidney,** 414 miles from Omaha, with the Rocky Mountains in front.

***Cheyenne,** a mining place, 6,041 feet high, 516 miles from Omaha, under the Rocky Mountains. Population, 4,000. Here a connection is made with the line to **Denver** (110 miles), Golden City, Santa Fé, and all points of Colorado and New Mexico. Population, 36,000. Saddles and moss agates are made here. Colorado is a

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beautiful and healthy state, noted for its mineral springs, mountains, gold, and silver. Pike's Peak is 14,150 feet high.

Granite Canyon, 7,298 feet high, so called from the Spanish word Cañon, for a pass in the mountains. From this the line ascends to *Fort Sanders* and

Sherman, 7,300 feet high, 538 miles from Omaha; so called after Gen. Sherman, among wild mountain scenery, in view of Long's and Pike's Peaks, 75 to 165 miles distant. Hereabouts, the line crosses Dale Creek Bridge, of framework timber, 126 feet high.

***Laramie,** 7,123 feet high, 573 miles from Omaha, at the summit of the **Rocky Mountains,** here called the Black Hills, under peaks 6,500 feet to 8,260 feet above the sea, in the State of Wyoming; a growing town round the Railway Company's shops and hospital. The peaks beyond this rise 10,000 to 12,000 feet high, and Fremont's Peak, north of the River Platte, is 13,370 feet. This is the great dividing range on the west side of America, traversing it from north to south, down through Mexico, and in line with the Andes in South America. The plateau, crossed by the rail between the Rocky Mountains and the Sierra Nevada towards San Francisco, is 4,000 to 5,000 feet above the sea, and above 1,000 miles wide. The first part is across the Laramie Plains, 60 miles long, which yield pasture, but little water; followed by 200 miles of rugged, barren soil, said to have coal beds, gold, and other minerals below. The waggon road from Fort Sanders goes on straight to Salt Lake City, south of the railway; which proceeds by *Wyoming*, 7,068 feet high, 587 miles; *Rawlins Springs*, 6,732 feet high, 709 miles from Omaha; *Creston*, 737 miles, where the rivers divide east and west; *Bitter Creek*, 6,685 feet high; to

***Green River,** 845 miles, 6,065 feet high.

Bryan, 6,175 feet high, 858 miles, where coaches take up for the Great Sweetwater Mining District.

Carter's Station, 6,495 feet high, in the Mormon territory of Utah.

Bridger, 6,615 feet high, near a fort on the old mail road, so called after a well known trapper.

Aspen, 7,385 feet high (the second highest on the line), 937 miles from Omaha.

***Evanston,** 6,745 feet high, 955 miles.

Wahsatch, 6,815 feet high, 956 miles from Omaha, among rugged hills. Pass a tunnel of 770 feet (the longest on this line); and the **Echo Canon,** containing the remarkable Castle Rock and Hanging Rock, 200 to 2,500 feet above the valley. Then the Pulpit Rock, near

Echo City, 5,160 feet high, 991 miles from Omaha. Population, 225. At Croyden is the *Thousand Mile Tree*, a solitary pine, 1,000 miles from Omaha.

Weber Station, in the pass called Weber Cañon, near the Finger Rock; and the **Devil's Slide,** a gutter, 100 feet wide, sloping down a hill, between two serrated granite ridges, 50 to 200 feet high.

OGDEN, a prosperous place, 4,925 feet above sea, 1,032 miles from Omaha, near a cañon, at the junction of the Union Pacific with the last link of the overland chain, the Central Pacific, which strikes off hence to San Francisco, 835 miles. Population, 8,000. Here also the Utah Central Rail runs off to Salt Lake City, on the River Jordan and Southern Utah; also a line to the Yellowstone National Park. Here are the depôts of the two Companies. Change cars here.

Salt Lake City, the Mormon capital (population, about 21,000), is 37 miles south of Ogden, between the Great Salt Lake and Utah Lake (fresh), and was founded 1847, after their expulsion from Nauvoo, and the murder of Joe Smith, at Carthage. His successor, Brigham Young, then led them to this new settlement over the Rocky Mountains, and governed them as President of the State of Utah (which has been admitted into the Union) till his death, 1877; when he left 17 wives, "sealed" or otherwise, 45 children, and two million dollars. *Hotels*—Walker House; Continental; Salt Lake. The Tabernacle will hold 8,000 to 12,000 persons. A Temple is building. The town has broad streets, with running streams, and shady lanes.

Cedar City, another Mormon town, is 250 miles further south, on Fish Lake. The saints occupy the best portions of the State, mostly a desert of sand, and formerly called "Deseret," when it formed part of New Mexico. They give themselves to agriculture, not to mining, which is left to Gentile settlers. *Great Salt Lake* is 100 miles long by 40 miles broad; with an island 3,000 feet high in the middle. The lakes lie in a basin, to which the few rivers of this arid district run When the two lines, 1,774 miles in all, working

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from east and west, were finished, 1869, the ceremony of their official joining was completed at *Union Junction*, 6 miles west of Ogden, by driving in a gold spike with a silver hammer. From here the Central Pacific line follows the north edge of the Salt Lake, ascending to **Corinne**, 1,055 miles (4,295 feet high), and

Promontory, at the end of one of its Bays, 4,905 feet above sea, 1,084 miles from Omaha. Then passes

Kelton, 4,222 feet above sea, on the great sandy American Desert. Coach to Boisé City, &c.

Toano, 5,975 feet above sea, 1,215 miles from **Omaha**, in Nevada State, on one of the head streams of the Humboldt River. Follow this stream to

* **Elko**, 5,065 feet above sea, 1,307 miles from Omaha. A railway depôt, with a population of 1,000.

Carlin, 4,900 feet above sea, on the River Humboldt, 1,330 miles from Omaha. Here are workshops, with adobe (mud) and timber houses. Then pass

Palisades, or **Twelve Mile Cañon**, 1,339 miles, in a pass between cliffs 1,900 feet high. Coach to Eureka, &c. The Indian-named stations of *Be-o-wa-we* and *Shoshone* are succeeded by *Argenta*, 1,379 miles; * *Battle Mount*, 1,391 miles—coach to Austin; *Golconda*, 1,434 miles, near the junction of the Little Humboldt, which comes down from the silver mining districts.

Winnemucca, 4,331 feet above sea, 1,451 miles from Omaha, near the Company's workshops. Population, 1,300. Then

* **Humboldt**, 1,492 miles, near the Humboldt silver mines and Lake Humboldt. The line then follows a dreary plain, 3,900 to 4,000 feet above sea, indicated by stations bearing such names as *Granite Point*, *Mirage*, 1,561 miles, *Hot Springs*, *Desert*, &c., to

Wadsworth, on the River Truckee, near the Pyramid Lake, 4,017 feet above sea, 1,587 miles from Omaha. From here it begins to ascend towards the Sierra Nevada (or Snowy Range), along the River Truckee, past

Reno, 4,507 feet above sea, 1,622 miles from Omaha—rail to Carson, &c.; *Verdi*, 4,927 feet, 1,640 miles, in a cañon; and *Boca*, 5,533 feet; to

Truckee, 5,870 feet above the sea, 1,657 miles, where the branch line to Washoe, Virginia City, and Carson falls in. Population, 2,000. About 3 miles from hence is the picturesque **Donner Lake** (so called from an unfortunate German family who were caught in the winter's snow), 3½ miles long, the crater of an extinct volcano; 20lb. trout are caught in it. *Lake Tahoe*, 12 miles south, is 22 miles long; and a proposal has been made to tap its water for the supply of Sacramento Valley and San Francisco. There is a rise of 1,170 feet in the next 14 miles to the next station, called

* **Summit**, at the highest point of the line, 7,017 feet above sea; 196 miles from San Francisco, 1,671 miles from Omaha, at the top of Strong's Cañon, in view of the snowy peaks of the **Sierra Nevada**, 3,000 feet higher, their sides covered with pines. Coach to Lake Donner, &c. Here the line passes through several tunnels (one is 1,659 feet long) and snow sheds of timber; and brings the traveller into **California**, the Pacific Slope, with a new climate, wonderfully fresh and beautiful. Descending the Sierra Nevada, 6 miles from this is *Cascade*, 6,540 feet high, so called from a fall on the Truckee; succeeded 7 miles further by

Cisco, 5,935 feet above sea, 1,694 miles, near a series of snow sheds. Hence there is a rapid fall of 4,600 feet in the next 50 miles, and of 5,860 feet down to Sacramento, 93 miles beyond, which is only 50 feet above sea level. Among the stations passed are *Emigrant Gap*, *Blue Canon* (4,695 feet high), near *China Ranch* (so called from the Chinese who worked on the line); *Shady Run*, 4,135 feet high, to

Alta, 1,706 miles, near the Great American Cañon, or Canyon, the finest pass on the line, 2 miles long, between walls 2,000 feet high.

Dutch Flat, or **German Land**, 3,403 feet above sea, among forests of pine, and a mining population of 1,000.

Gold Run, 3,206 feet high, 1,711 miles. The line soon after suddenly passes round *Cape Horn*, on a mere ledge cut in the side of a canyon, 2,000 feet above the chasm below; and descends to a bridge, 878 feet long, over the stream.

* **Colfax**, 2,422 feet above sea, 1,722 miles from Omaha; a growing town on a branch of the Sacramento, which the railway continues to descend. Coach to Grass Valley.

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Auburn, 1,362 feet above sea, 1,740 miles, among orchards and gardens. Population, 2000.

* **SACRAMENTO,** on the River Sacramento, 91 miles from San Francisco, 1,776 miles from Omaha; the State and mining capital of California, founded, 1848, with four houses; now growing in population and importance, though often burnt, or inundated by the floods, from which it is protected by levées or dykes. It stands low, only 30 to 50 feet above sea; is laid out in square streets planted with trees, marked by letters and figures; and contains many churches, stores, hotels, and boarding houses; with gasworks, asylums, and a hospital; the State Capitol, 320 feet long; factories; and the Company's workshops on a site of 20 acres. Water is pumped round here by windmills. Steamers run on the river to the Bay of San Francisco, into which it falls. Population, 21,000. *Hotels*—Orleans; Capitol. Tram cars.

There is a branch railway to *Folsom* and *Placerville* (from the Spanish "placer," a pleasant spot), on the American Fork River, in El Dorado, where the gold was discovered, which led to the first settlement of the town, and brought tens of thousands of diggers to California from every part of the world. It was first discovered on Capt. Sutter's estate, at Coloma, 19th January, 1848, by J. Marshall. Another branch passes up the Sacramento. Silkworms and mulberry trees are cultivated. From Sacramento, the direct route now passes by a short cut over a level country, to *Batavia*, 1,800 miles; *Benicia* (population 2,000), 1,832 miles, where Heenan, who fought Tom Sayers, was born; *San Pablo*, 1,848 miles; *Oakland Pier* 1,862 miles, ending at *San Francisco*, 1,867 miles (as below). Or, we may pass round to

Galt, 1,803 miles from Omaha; where a coach may be taken for the **Calaveras Big Trees** (70 miles), so called from a grove of enormous trees on the slope of the Sierra Nevada, 250 to 320 feet high, 60 to 95 feet round the trunk at the ground. The Father of the Forest (now down) was 435 feet long, and 110 feet round. There are ten groves in all, with some hundreds of trees in each. About 150 to 200 miles to the south-east are the **Mariposa Big Trees** (the Rambler is 92½ feet round), in the **Yo Semité Valley** *(Sem-i-té)*; a wonderfully striking pass in the Sierra, 18 miles long, ½ to 1 mile broad, between walls 2,000 to 6,000 feet high, over which, at its head, tumble the great **Waterfalls** of the Merced, the least of which is 350 feet high; the greatest, the *Ribbon Fall*, is 3,300 feet high. About 17 miles north is another valley, the *Tuolumne Gorge*, 20 miles long by ¼ mile broad, ⅔ mile deep; and more striking because narrower.

Our line passes on to

Stockton, 1,824 miles, on the San Joaquin (pronounced "Waw-keen"), which falls into the north branch of San Francisco Bay, and is navigable for steamers from here. Population, 13,000. This is a large market for the grain trade, with hotels, thirteen churches, waterworks, &c., in a tract of rich black adobe soil. Branch rail to **Milton,** 30 miles; and thence by coach to Calaveras Big Trees, 40 miles.

Lathrop, 8 miles from Stockton, where the San Joaquin Valley Rail joins, by which the fine scenery of the *Yo Semité* country above-mentioned may be visited. It is a round of some days, at £4 to £5 a day. Lathrop by rail to **Merced,** 58 miles; thence by six-horse coach, *viâ* Clark's (or Mariposa Grove), to Mariposa Big Trees, 66 miles; and the Yo Semité Valley, 25 miles; or *viâ* Coulterville, past Dudley's, to Yo Semité, 95 miles. Up a ridge of bluffs to

Midway, 22 miles further; and the tunnel in the Livermore Canyon, 1,116 feet long.

Altamont, 740 feet above sea. Down to

Niles, in Alameda Valley; where the South line to San José (pronounced "O-za") joins, by which you may get to San Francisco, past the New Alameda quicksilver mines. But the direct railway from here passes north to *San Leandro*, 17 miles from Niles, in Alameda country, noted for its grain, building stone, fruit and vegetables. Carrots grow to 3 feet long, pears to 3½lbs., bunch of grapes a foot round.

Oakland, 1,909 miles, or 1,867 miles by the short cut as above; the last station on the direct line, opposite San Francisco, among plenty of oaks. Here the merchants live. Population, 35,000. Here are the State University, &c., and a Pier 2 miles long down to Oakland Point, 3 miles from San Francisco, by Ferry; close to the Company's offices, and large warehouses, 500 to 600 feet long, for bonded goods. China and Japan ships lie alongside. The Ferry has room for 27 cars. Hand your ticket

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to the railway agent, who will give you one for the Hotel. To the north-west is Mount Tamaulipas, 2,604 feet high.

SAN FRANCISCO, called "Frisco" for shortness, 1,914 miles from Omaha, 3,300 miles from New York, 4,760 miles from Yokohama, in Japan. It stands close to the Pacific, on the south side of the Golden Gate, or inlet of the *Bay*, which forms a splendid land-locked harbour, 8 miles wide and 60 miles long. The Kansas Pacific Rail comes in on the south side. The Gate is 1 mile wide, with 5 fathoms water. Population, about 235,000, including some thousands of Chinamen in the growing China Town. Here the Spaniards began a Presidio and Mission, 1776, called Yerba Buena, from a medicinal plant of great virtue, found on an island in the Bay. The name was changed, 1848, after the Mexican war, and the cession of the states of New Mexico, Arizona, and California, when the first gold discovery started it into sudden life: Canvas towns sprang up; the harbour was crowded with shipping; and from that date the city has been constantly growing in wealth and importance. It stands on a narrow neck between the Pacific and the Bay, partly on land reclaimed from the sea, and is laid out as usual in regular straight streets, sloping down to the wharves and quays at the water side. Tram cars run everywhere, even up hill, by wire ropes. Shops are dear.

It has many large warehouses, stores, hotels, theatres (two Chinese), drinking saloons, and music halls; forty to fifty churches (Greek Church with five spires); many banks; sixty newspapers (eight daily); libraries and schools; good markets, with abundant fruit and vegetables; three parks (Golden Gate, 1,100 acres); the City Hall, on the Plaza; Custom House and Post-office, in Washington Street; Stock and Merchants' Exchange, in California Street; Barracks (the old Presidio); Sailors' Hospital; Chinese Joss House. A sea wall, 65 feet wide, has been made at a cost of 3 million dols. Market Street cuts the town in two, with the best houses lying towards Mission Bay on the south. Much of it has been rebuilt since the last great fire of 1852. Ship yards at Protero; a Dry Dock, cut in the rock, at Hunter's Point, 465 feet by 125 feet. Several forts are planted on the hills around. Woodward's Gardens and the Chinese colony deserve notice. A good view of the city from Twin Peaks, 4 miles south, 1,200 feet high. Stone is quarried from Angel Island, 771 feet high. Water is supplied from Mountain Lake, 3½ miles distant; and coal is found near. About 4 millions sterling worth of gold are coined here annually, at the branch Mint (a handsome pile), and 9 to 10 millions worth exported; besides silver and quicksilver. One drawback is the frequent earthquakes; two or more of which occurred in 1870, lasting some seconds. The climate is dry and healthy, with a moderate temperature. The coast breeze begins at 11 a.m. Off Cliff House, 6 miles west (by omnibus), on the Pacific, are Seal Rocks, swarming with *seals*. A more distant trip is to the *Geysers*, away to the north. Leave by steamer to Vallejo, 24 miles; thence by California Rail through Nappa Valley, to Calistoga Springs, 42 miles; thence to the Geysers, 28 miles. The Geyser sulphur springs number 200 in all. Return by Cloverdale and the Sonoma Valley. Cost, £2 13s.

HOTELS. — Grand; Cosmopolitan; Occidental; Baldwin's; Palace. First class, $3 to $5 a day; second class, $2 to $2½. California white wine is the best; others are strong. Board and lodging may be had; or you may hire a room and take meals as you please. Poodle Dog, a restaurant in Bush Street.

CLUB.—Union.

BRITISH CONSUL.—W. Booker, Esq.

AGENTS.—For the railway and for land, B. Redding, Fourth and Townsend Streets; for Tours, &c., S. Miller, 3, New Montgomery Street; for Emigrants, W. Martin, 534, California Street.

RAILWAYS.—To Sacramento, Salt Lake, and St. Jose, &c. To Santa Fé, &c., on the Kansas Pacific line; thence to New Orleans and Mexico.

STEAMERS run at through fares, in connection with the railways, to the principal ports on the Pacific main, to Oregon, Panama, Sandwich Islands, Australia, New Zealand, Japan, and China.

1st. *Pacific Mail Company* runs twice a month to Panama, in 22 days, *viâ* Manzanilla and *Acapulco*, on the Mexican and Central American coast. Panama communicates with the South American coast, New York, and England. 2nd. To *Mazatlan* (1,480 miles) and Guaymas, on the Californian coast. 3rd. *Oregon Company* to Astoria and Portland (670 miles), in Oregon, every Saturday; to Sitka, in Alaska, monthly. 4th. *Pacific Mail Company* to

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Victoria (750 miles), in British Columbia, twice or thrice a month; thence by Hudson's Bay steamer, twice a week, to New Westminster (80 miles). To Australia as below.

San Francisco to Japan—By the Pacific Company's, or the Occidental Company's large and comfortable steamers, some 5,800 tons, three times a month, to Yokohama, in Japan, 4,800 miles, in 20 days; thence to Hong Kong, 1,600 miles, 8 days; Yokohama to Shanghai, *viâ* Hiogo and Nagasaki, 1,200 miles, in branch steamers. Take Mexican dollars for use in China and Japan. The Chinese cooks on board are excellent. The only land sighted on the voyage through the Pacific is *Midway Island*, a little spot of no account. At 180° long., opposite Greenwich, you lose a day, or gain one if from Japan. You jump, for instance, from Tuesday to Thursday, or the reverse.

The Pacific, or Peaceful, Ocean still deserves the name bestowed by its early explorers; the navigation through this part of it being as pleasant as any in the world. There are no dangers in the track; the weather is generally moderate, and the temperature is mild and agreeable the whole way. The pretty "Boson" (boatswain) birds and Cape-hens follow the ship, resting on the water. The return steamers bring many Chinese to San Francisco at each trip.

At Yokohama, our Route makes a junction with Route 21B, and thus completes the tour of the globe; the distances along which are as under (see page 353), or 24,000 miles in all.

San Francisco to Australia.—The new four-week Mail Service of the *Pacific Mail Company*, which commenced in October, 1875, allowed 20 days from London to New York and San Francisco; and 25 days more to Auckland in New Zealand, or 28 days to Sydney in New South Wales; total, 45 days from London. To Port Chalmers, *viâ* Auckland, 31 days. Average speed, 11 knots. The route lies through *Honolulu*, in the Sandwich Islands, 2,200 miles, and the *Feejee Islands*, 2,900 miles, for coaling at; on to Sydney, 2,100 miles Total, 7,200 miles. To Feejee and Auckland it is 6,000 miles; to Melbourne, 7,700 miles.

Honolulu, the capital of the Sandwich, or Hawaiian Islands, where the King resides, on Woahoo, or Oahu Island, 2,200 miles from San Francisco, five days from Japan. Population (1878), 20,240. English-speaking, but mostly natives. Newspaper, the *Polynesian*. *English Commissioner and Consul General*, Major Wodehouse. *United States Resident*, Hon. Mr. Daggit. *English Missionary Bishop*, Right Rev. Dr. Wills. *Roman Catholic Bishop*, Right Rev. Dr. Koeckelman.

A treaty with King Kamehameha V. was signed here, 1861, his foreign minister being a Frenchman. At his death (1873), King Lunalilo was elected, and, in 1874, was succeeded by Kalakaua, the reigning sovereign. Cathedral and other churches. Income, £360,000. Public debt, £60,600, a proof that the little kingdom is taking its due place in the civilised community. Honolulu is a convenient spot for whalers and other shipping to provision at; as sugar, coffee, rice, pork, hides, tallow, wool, salt, whale and cocoa-nut oil, limes, pumpkins, arrowroot, yams, sweet potatoes, bread fruit, plantains, pearl shells, &c., are got here. *Woahoo*, or *Oahu*, is one of a group or chain of fifteen islands, connected by coral banks, discovered by Captain Cook, 1778, and Christianised since 1820. Total islands population (1882), 67,000; of whom 45,000 were natives, 5,000 Europeans (English, Portuguese, &c.), 1,230 Americans, and 13,000 Chinese. In 1866, the population was 63,000; the natives are decreasing rapidly through imported disease. Of 260 vessels which entered, 1881, 138 were Americans, 42 English. The favourite food is the taro root. Poulon, or tree fern, is found on Hawaii. About 30 miles of rail is in progress. Telegraph open in Maoui Island. Army 400. About 60 native vessels. *Hilo* is 210 miles from Honolulu.

The largest of the Sandwich Islands is *Owyhee*, *Huahai*, or *Hawaii*, to the south-east, a beautiful island of lava, 4,000 square miles in extent, rising 13,750 feet above the sea at the Mauna Loa volcano. Its crater, 500 to 800 feet deep, is made of layers of basalt, 3 miles round. In November, 1880, a lava stream ran out 30 miles long, 100 to 200 yards wide. In Katakokooa Bay (*i.e.* "Captain Cook's" Bay), the humane and lamented geographer was murdered, on his second visit and third voyage, 14th February, 1779.—See Ellis's *Polynesian Researches;* Lord Pembroke's *South Sea Bubbles, by the Earl and the Doctor;* and Miss Bird's *Six Months in the Sandwich Islands.*

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Cook introduced the goats, hogs, poultry, and fruit, which have since multiplied over the Pacific Islands.

Most of the Polynesian Islands, which stud the Pacific, are volcanic or coral in their origin, or both together; that is, a lofty volcano springs up from the bottom, and a coral reef is gradually built round it. A good account of this Polynesia is given in Capt. Beechey's *Voyage of H.M.S. Blossom*, and Melville's *Typee and Omoo*. One of them, east of Tahiti, is

Pitcairn Island, in lat. 25° S., long. 130° W. A solitary volcanic ridge, 2,500ft. high, inhabited by some of the descendants of the mutineers of H.M.S. *Bounty*. Young, the grandson of her boatswain, was patriarch and magistrate of this industrious and moral community, numbering about 90 persons of mixed blood. The island was named after one of Carteret's officers, 1767. Its scenery is rich and striking. Church and School. Bounty Bay is the only landing place, in the cliffs. The bread fruit is dying out.

The mutineers, led by Christian, a master's mate, seized upon Bligh, their Commander, at Tahiti, 1789, and put him and his adherents into an open boat, in which he safely reached Batavia after a run of 4,000 miles. In 1790, part of the mutineers emigrated to Pitcairn, consisting of nine English sailors, six Tahiti men, and twelve women; a number reduced in ten years to one Englishman, Adams, the women, and nineteen children. Adams was alive when Captain Beechy visited the island in 1825. Part of the population was removed to Norfolk Island, in 1856. Captain Bligh, who was a tyrannical officer of the old school, was afterwards appointed Governor of New South Wales, 1806; where he conducted himself so despotically that his subordinate officers arrested him and sent him home on their own responsibility, a few years later.

Eastor Island, to the west, has some old carved figures of grey lava stone. Some settlers here. The Union Islands and Navigator's Islands (Consul at *Samoa*, in the latter group) are passed before touching at

Feejee, Fiji, Fijee, or **Viti, Islands,** a tropical group, 1,100 miles from New Zealand, and 2,100 miles from Sydney, between lat. 15° and 20° S., and long. 177° E. and 178° W.; first seen by Tasman, 1643; and annexed to England, 1874, on the report of a Commission. They are officially declared to be a part of "Australasia." Temperature, 80° to 85°. Rainfall, 120 inches. **Rotumah,** 30 miles N.W., was annexed in 1881.

Governor and Consul-General for the S.W. Pacific, His Excellency Sir G. W. des Vœux, K.C.M.G. *Colonial Secretary*, J. Thurston, Esq., C.M.G. *Chief Justice*, Hon. H. Wrensfordsley. *Attorney-General*, Hon. J. Clarke, in succession to J. De Ricci, Esq., author of "Fiji, our New Possession." **Levuka** has a Fiji Banking Company, a "Fiji Times," Chamber of Commerce, Hospital, and Hotels.

Population(1880), 122,000; six-sevenths of whom have been Christianised by the Wesleyan Missionaries since 1833-7. In 1875, as many as 40,000 were carried off by measles, brought over by some of the native chiefs. There are about 2,000 whites. Area, 8,000 square miles; of which 6,500 are in the great islands of Viti Levu and Vanua Levu. The Meridian of 180° east or west, runs through Vuna, close to Vanua Levu.

Land is £3 an acre. The former native king, Cakabau, or Thakambau, or Kakombau, born 1808, is a Christian; and resides at Levuka, the capital, or *Ovalau*, an island at the centre of the group, 8 miles by 7 miles, where most of the whites live, in front of a fine harbour and the coaling place. Suva, on the south coast of Viti Levu, is the seat of the Governor and other officials, and has Hotels. The head-quarters of the Mission are at Lakemba Island, or Kandavau, in the eastern group, where a college was built about 1854. There are several hundred chapels in the islands. Natives are under their own Rohos and Bulis.

The two largest Islands, the *Great Fiji* and another, are 87 miles by 57 miles, and 100 miles by 25 miles, and rise 4,000 to 5,000 feet above the sea, full of rich scenery, with a fine tropical yet moderate climate. Altogether, they number seven groups, or 200 to 300 islands and coral reefs, resting on volcanoes, often hilly and fertile. They produce cocoa nuts, fibre (copra), maize, bread-fruit, banana, plantain, arrow-root, sugar, nutmeg, capsicum, a little tea, coffee, excellent cotton, tobacco, cocoa-nut oil, sea-slug, tortoise, pearl-shell, and the cava, an intoxicating plant, from which the native drink is brewed. Cotton,

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of which the yield is now 300 tons, raised by labourers from the New Hebrides, &c., was first planted by Col. Smythe, Special Commissioner, 1859.—See Mrs. Smythe's *Ten Months in Fiji*; J. W. Anderson's *Notes of Travel in Fiji and New Caledonia*; Miss Gordon Cumming's *At Home in Fiji*. Copper is also found; and boiling springs are seen. The people consist of two races: one of fierce Malay blood, the other soft and gentle, like the Sandwich Islanders. Steamers monthly, to Sydney, &c., Melbourne. French steamers are projected to run to Tahiti and New Guinea. Income, £81,000. Debt, £300,000. Trade, £90,000. In 1881, 164 vessels entered, mostly British and German.

The **Friendly Islands,** so named by Captain Cook, lie to the south-east. To the westward are several groups of islands, the **New Hebrides,** Queen Charlotte's Islands, the Swallow Islands, &c., among which are *Erromanga*, where Williams the missionary was killed; *Nukapu*, where Bishop Patteson was murdered; *Sta. Cruz*, where Commodore Goodenough was shot, 1875; and *Vanikoro*, the scene of La Pérouse's shipwreck and death, about 1786. *New Ireland* has some carved chalk figures.—See *W. Powell's Wanderings among the Cannibals of New Britain.*

Our track next lies between **New Caledonia,** where the French have a penal settlement (from which M. Rochefort and others escaped 1875), and *Norfolk Island* (see Route 25). **Noumea,** the capital of New Caledonia, is 1,060 miles (4 days) from Sydney, 1,635 miles from Melbourne. The French Messageries steamer calls monthly; fares, £10, and £8 to Sydney. The steamer at length passes inside the Barrier Reefs (coral), which face this side of Australia, and reaches

Sydney, the capital of New South Wales: or by another route to **Auckland,** &c. (see Route 25), in New Zealand.

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A TOUR ROUND THE WORLD

BY STEAM AND RAIL, FROM LONDON.

(See the Programme of Messrs. Cook and Son, Ludgate Circus. Or, the monthly Handbook of the P. & O. Co., for the Combination Tours all Round the World in connection with their Steamers, those of the Pacific Mail, and the New York Lines; 1st class, £150, or including India, £183 to £204, or including Australia, £194. Or, the Programmes of the Royal Mail Steam Co.; or those of Messrs. Clarke, Windsor Chambers, Great St. Helen's, and of the Cunard and other lines.

1. From London to Liverpool, by railway, in 5 hours; 200 miles.

2. Liverpool to New York, or any other Eastern Seaport of America, in 10 days; about 3,000 miles.

3. From either of these Seaports to Chicago (Illinois), in 29 hours, by any of the Five Trunk Lines of railway; 890 miles.

4. From Chicago to Omaha (Nebraska), by choice of four Trunk Lines of railway, in 20 hours; 490 miles.

5. From Omaha to San Francisco (California), *via* Union and Central Pacific Railways, 4 days and 6 hours; 1,914 miles.

6. From San Francisco to Yokohama (Japan), by Pacific Mail Steamers, in 22 days; 4,700 miles.

7. From Yokohama to Shanghai (China) by Pacific Mail or Peninsular and Oriental Steamers, in 4 days; 1,200 miles.

8. From Shanghai to Hong Kong (China), by Peninsular and Oriental Steamers, in 4 days; 870 miles.

9. From Hong Kong to Calcutta (India), *viâ* Galle, by Peninsular and Oriental Steamers, in 22 days; 3,500 miles.

10. From Calcutta to Bombay (India), by East Indian and Great Indian Peninsula Railways, in 2 days; 1,400 miles.

11. From Bombay to Suez (Egypt), by Peninsular and Oriental Steamers, in 14 days; 3,600 miles.

12. From Suez to Alexandria (Egypt), by rail, in 12 hours; 225 miles.

13. From Alexandria to Brindisi (Italy), by Peninsular and Oriental Steamers, in 3 days; 825 miles.

14. From Brindisi to London by rail, *viâ* Paris in 3 days; about 1,200 miles.

Distance, 24,039 miles; or, 91 days of actual travelling. Messrs. Cook's programme embraces most of these routes; for 1st class rail and steamer including hotels, sleeping cars, and luggage, £176 to £280. Nile steamer to First Cataract, and trip to the Holy Land, both extra. By clipper ship to Melbourne, San Francisco, and home, £131.

By another round, taking in Australia, the approximate time and distances are as follow:—

London to	Days.	Miles.
New York	10	3,000
Chicago	12	3,890
San Francisco	18	7,400
Honolulu	26	9,500
Auckland	43	13,400
Sydney	46	14,000
Melbourne	48	14,560

London to	Days.	Miles.
Colombo	71	19,300
Calcutta	78	20,615
Bombay	80	21,015
Suez	94	24,615
Alexandria	95	24,880
Brindisi	98	25,680
London	102	26,880

INDIAN DAK BEARER SERVICE.

The control of the Dâk Bearer Service having been transferred throughout the Lieutenant-Governorship of Bengal from the Post-office Department to the Magistrates of Districts, the following Rules are published for general information:—

1. Travellers by *Palkee Dâk*, who are unable to make their own arrangements for posting bearers, will, if possible, be furnished with Dâks on application to the Magistrate of the District, from whom also they will obtain all the requisite information as to the estimated distances between known Stations, to which only Dâk Bearers can be laid by any Magistrate.

2. It is to be clearly understood that District Magistrates will not be held responsible for providing Dâks absolutely whenever and wherever required. They will, however, to the best of their ability, endeavour to secure the comfort and facili

tate the transport of travellers, and will act as a means of communication between travellers and bearers. Their responsibility extends no further than this.

3. All applications for posting bearers must be postpaid and superscribed *Bearer Service*, in order that no delay may occur in their being opened. They must contain a statement of the places at which the traveller intends to halt, and the number of hours to be spent at each halting place. The officer addressed will order the bearers to be posted through the different corresponding authorities, and will inform the applicant of any delay that may be unavoidable in laying his Dâk.

4. The Magistrate will furnish all travellers with a memorandum showing the charges for hire of bearers, banghy burdars, and masalchees (including a charge of two annas in the rupee for chowdhry's fee and office expenses). The memorandum will include the charge, if any, for demurrage, and it will be drawn out so as to include all charges for the journey as far as the next district officer's station at which the traveller may declare his intention of halting. There a similar memorandum will be presented to him, and so on to the end of the journey.

5. No traveller will be allowed to make use of the bearers provided for him, or to leave the station, until all the charges connected with his Dâk are satisfied.

6. A traveller, on arriving at the station of any district officer where he purposes to halt, should, at the time of receiving the memorandum of the charges for his journey onward, note in the printed form, which will be supplied to him for the purpose, any complaint of delay or incivility on the part of the bearers, and the paper will be forwarded to the district officer who posted the bearers for adjudication. Should the traveller not be proceeding further, the paper of complaint will be presented to the district officer of the station where his journey ends, who will forward it to the officer by whom the bearers were posted.

7. Travellers' baggage must not exceed for each banghy burdar twenty-four seers, and should be divided into two parcels or petarrahs of such dimensions as to render them conveniently portable when slung as banghies.

8. It is to be distinctly understood that Magistrates are not expected to provide Palkees for travellers.

9. The rate of hire to be paid to the bearers will be the local market rate for the time being, and it will be the Magistrate's duty to ascertain and fix this from month to month.

10. When a Dâk has been ordered, and circumstances may cause the traveller to postpone or to forego his journey he will be liable for all charges actually incurred on his account.

11. In case a traveller considers any charge made upon him by the Magistrate irregular, or open to question, he must, notwithstanding, comply at the time with the demand, and the question may subsequently be referred to the Commissioner of the Division, who will, if necessary, order a refund.

12. All persons availing themselves of the officers of government for laying Dâks are to be held as *ipso facto* binding themselves to adhere to the above regulations.

TABLE OF FEES PAYABLE TO BRITISH CONSULS.

	£	s.	d.
Certificate of due landing of goods exported from the United Kingdom	0	9	0
Signature of ship's manifest	0	5	0
Bill of health	0	10	0
Signature of muster roll	0	5	0
Attestation of a signature	0	2	0
Administering an oath	0	2	0
Seal of office and signature to any other document, not specified herein, when required	0	2	0
Attesting bottomry or arbitration bond, not prepared by the consul	0	5	0
Noting a protest	0	5	0
Order of survey	0	5	0
Extending a protest or survey, with certified copy, if required	1	0	0
Registrations	0	2	6
Visé of Passport	0	2	0
Attending valuation of goods, if under £200	0	10	6
Attending sales, where the purchase money is under £200	1	1	0
Do for every day the sale continues	2	2	0
Attendance out of consular office at a shipwreck, for his personal expenses, over and above his travelling expenses, per day	1	1	0
Opening will of a British subject (not being a seaman)	1	1	0

Management of property of British subjects (not being a seaman) dying intestate, 2½ per cent.

The above fees, if not paid in English money, are to be calculated current at the rate of exchange.

EUROPEAN AND NATIVE HOLIDAYS OBSERVED IN THE PUBLIC OFFICES IN BENGAL.

Public Offices in Bengal.

New Year's Day, 1st January	1 day.
Sree Punchomi, 7th February	1 ,,
Dole Jatra, 18th March	1 ,,
Good Friday, 19th and 20th April	2 days.
Choit Sunkranti, 12th April	1 day.
Empress's Birthday, 24th May	1 ,,
Dushohara, 10th June	1 ,,
Junmo Ostomee, 21st August	1 ,,
Mohaloya, 26th September	1 ,,
Doorga and Lukhee Poojahs, 2nd to 13th October	12 days.
Kalee Poojah, 25th and 26th October	2 ,,
Juggodhatri Poojah, 3rd & 4th November	2 ,,
Christmas, 25th to 27th December	3 ,,

Revenue Department, N. W. Provinces.

New Year's Day, 1st January	1 day.
Mohurrum, 13th, 14th, and 15th January	3 days.
Basant Panchami, 7th February	1 day.
Sheorattri, 2nd March	1 ,,
Bara Wafát, 17th March	1 ,,
Holi or Dol Jatra, 19th March	1 ,,
Good Friday, 19th April	1 ,,
Empress's Birthday, 24th May	1 ,,
Shabi Barat, 14th August	1 ,,
Janam Asthmi, 21st August	1 ,,
Id-ul-Fitr, 29th September	1 ,,
Dasahra, 2nd to 5th October	4 days.
Diwali, 26th October	1 day.
Eed-ul-zoha, 5th December	1 ,,
Christmas, 25th to 31st December	7 days.

Public Offices in Central Provinces.

Christian Holidays:—	
New Year's Day, 1st January	1 day.
Good Friday, 19th April	1 ,,
Empress's Birthday, 24th May	1 ,,
Christmas Vacation, 24th to 31st Dec. ... (Exclusive of intervening Sunday.)	7 days.

Public Offices in Central Provinces—Continued.

Muhammadan Holidays:—	
Muharram, 14th to 16th January	3 days.
Bara Wafát, 18th March	1 day.
Id-ul-Fitr, 28th September	1 ,,
Id-uz-Zoha, 6th December	1 ,,
Hindu Holidays:—	
Til Sankrat, 12th January	1 day.
Sheoratri, 2nd March	1 ,,
Holi, 19th March	1 ,,
Ramanavami, 11th April	1 ,,
Rakshabandhan, 12th August	1 ,,
Janam Ashtmi, 20th August	1 ,,
Ganesh Chaturthi, 31st August	1 ,,
Dasaihra, 5th October	1 ,,
Diwáli, 24th to 26th October	3 days.

Public Offices in the Punjab.

Christian Holidays:—	
New Year's Day, 1st January	1 day.
Ash Wednesday, 6th March	1 ,,
Good Friday, 19th April	1 ,,
Empress's Birthday, 24th May	1 ,,
Christmas Vacation, 25th to 31st Dec. ...	7 days.
Muhammadan Holidays:—	
Muharram, 13th to 15th January	3 days.
Bara Wafát, 16th March	1 day.
Nauroz, 21st March	1 ,,
Id-ul-Fitar, 29th September	1 ,,
Id-uz-zoha, 5th December	1 ,,
Hindu Holidays:—	
Basant Panchmi, 7th February	1 day.
Sheoratri, 2nd March	1 ,,
Holi, 18th March	1 ,,
Baisakhi, 11th April	1 ,,
Salonon, 12th August	1 ,,
Janam Ashtmi, 21st August	1 ,,
Dasaihra, 2nd to 5th October	4 days.
Diwali, 26th October	1 day.

Some of these holidays depend on the weather and the moon. Most of the principal holidays in the other Presidencies correspond with the above, but all change with the year. For these and other particulars, see the respective Directories.

TIME.—The natives divide the day (of 24 hours) thus:—

Til.							
60	1 bipal.						
150	2½	1 second (English time).					
360	60	24	1 pal.				
9,000	150	60	2½	1 minute (English time)			
21,600	3,600	1,440	60	24	1 ghari.		
151,200	27,600	10,800	450	180	7½	1 pahar.	
1,209,600	220,800	86,400	3,600	1,440	60	8	1 din, or 1 day of 24 hours, English time.

The Indian eras are—

Hindu (Kali-Yug) era dates from March	3,102 B.C.
Samvat era of Vikram, Prince of Ujjain, North India	57 ,,
Sáka era of Shálivahan, Prince of the Deccan, South India	78 A.D.
Muhammadan (Higrah, *Hijrah*), "Hegira or Flight," July 15th	622 ,,
Parsi era of Yezdijird III., June 16th	632 ,,

The year 1883 corresponds with the—

Hindoo year	1289-90	Muhammadan year	1300-1
Parsee year	1242-3	Jewish year	5643-4

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RAILWAYS IN INDIA.

CORRECTED FROM THE LATEST OFFICIAL REPORT (DATED JUNE, 1882), BY JULAND DANVERS, ESQ., GOVERNMENT DIRECTOR.

STATE LINE, worked by the Company.

1. East Indian Railway.—Runs from Calcutta up the Ganges, past Benares, Allahabad, and Agra, to Gazeeabad (where it joins the Punjab line) and Delhi. At Nynee, near Allahabad, a branch of 224 miles turns off to join the Great Indian Peninsula line from Bombay at Jubbulpore Total, 1,505 miles, of which 415 miles are double. The Jumna viaduct, at Allahabad, opened 1865, completes a continuous line of 1,019 miles, from the right bank of the Hooghly, at Calcutta, to the left bank of the Jumna, at Delhi. This splendid viaduct is two-thirds of a mile long, on 14 spans of 205 feet each, made of iron girders, from the designs of Mr. Rendel. The Jubbulpore branch was opened for traffic in June, 1867; and through communication by this route, between Calcutta and Bombay, was completed by the junction with the Great Indian Peninsula at Jubbulpore, 7th March, 1870.

The chord line from the terminus of the Raneegunge branch at Barrakur, to Luckieseral, on the main line, was opened January, 1871. This new section is about 124 miles long, and its objects are to shorten the distance between Calcutta and all places west of Luckieserai by 65 miles; to make the coal mines of Kurharballee available; and to avoid the necessity of doubling the loop line between Burdwan and Patna. It is a double track, costing 2½ millions. Part of the land was contributed by Maharajah Tye Mungul Singh and Rajah Mohendernarain, two local proprietors.

Average cost of upper portion, £15,000 a mile; of lower, or Bengal portion, half as much again. The principal articles of merchandise are coal, rice, salt, cotton, grain, seeds, and wine. The project for carrying the rail across the Hooghly into Calcutta, to a junction with the Eastern Bengal and South Eastern lines, was effected (1874) by a pontoon bridge, at a cost of nearly £200,000. A bridge of 1,290 feet is in progress, 20 miles above Calcutta. After the floods of 1872, the Ganges changed its course at Bhaugulpore, on the loop line; approaching from a distance of 2 miles to within a few feet of the line. A diversion to Ghogha was opened in 1874. Its capital of £32,750,000 is converted into annuities. — For Distance and Fare Tables, see page 390.

GUARANTEED LINES.

2. Great Indian Peninsula Railway.—Consists of two lines from Bombay. 1st. To the North-east, *vid* Nassick and Bhosawul, to Jubbulpore, where it joins the East Indian Rail (No 1), with a branch from Bhosawul to Nagpore, &c. 2nd. To the South-east, *vid* Poonah and Sholapoor, to meet the Madras Rail at Raichore. Total length, 1,288 miles, all open in July, 1873. Only 325 miles are double. This is exclusive of some short State lines or branches, about 60 miles long, of *Holkar's Line* to Indore; and of the *Nizam's State Rail*, from Goolburga or Shahabad to Hyderabad and Secunderabad. The incline over the Bhore Ghât (no the South-east line), 13¾ miles in length, was opened in April, 1863. The communication between the port of Bombay and the Deccan is now open by the completion of the great works on the *Thul Ghât Incline*. Here, in a distance of 10 miles, the rail climbs about 1,000 feet, passing through thirteen tunnels, 2,562 yards long, and over 741 yards of viaducts, one of which is 200 feet high This part cost £50,000 a mile. The North East and South East lines are now connected by the Dhond and Munmád Loop, to save going on to Bombay up and down the Ghats.

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The North-east branch to Jubbulpore was opened 7th March, 1870, by the Duke of Edinburgh, in presence of the Viceroy and others. The mails for all India pass over this line, *viâ* Bombay. It serves as the great Cotton line for India. In Berar short branches for the accommodation of the growers (made by the Government but worked by the Company) have been opened to Khangaon and Oomrawuttee. The South-east line, towards Madras, is all open, including the last section, between Kistna and Raichore Junction. The Great Bridge over the Kistna, designed by Mr. Berkley, was opened 1874. It consists of thirty-six openings of 100 feet in the clear, or 107 feet between the centres of the piers; making the total length between abutments 3,848 feet. Maximum height above low water, 62 feet. The piers are wrought-iron cylinders, 10 feet across at the base, filled with concrete; about 3,880 tons of iron were used. A third line eastward of the Ghâts, to connect the North-east and South-east branches, was opened, 1877. Want of good branch roads is a great hindrance to traffic. The Warora coal mines are expected to be productive.

The through distance by rail between Bombay and Calcutta is 1,410 miles, by using the Raneegunge Chord line, is done in about 70 hours, or 44 hours by the mail.—For Distance and Fare Tables, see page 387.

3. Madras Railway.—Consists of two lines, viz., the South Western line (and Bangalore branch) across the Peninsula, to Beypore, on the Malabar coast, 492 miles; and the North Western line, towards Bombay, 340 miles. Total length, 860 miles; including a branch from Coimbatoor to the Neilgherry Hills. The branch to Bangalore was opened August, 1861. Instead of carrying the line from Cuddapah to Hyderabad, as projected, another direction, *viâ* Gooty, to Raichore, with a branch to Hyderabad, was decided upon. At Raichore it joins the Great Indian Peninsula, from Bombay. The main line of 795 miles between Madras and Bombay runs through fertile and populous districts.

It is found that Beypore, on the Malabar Coast, is not a suitable terminus to the rail, having neither harbour nor port; both of which are possessed by *Cochin*, about 60 miles lower, in the territories of the Rajah of Cochin, an enlightened native potentate. The large bridge on the River Toongabuddra is a fine work on 58 girder openings of 70 feet each. In 1874, the traffic was stopped for several days by the rains and torrents carrying away bridges, and breaking up the rails over a wide extent of line.—See Distance and Fare Tables, page 383.

4. Bombay, Baroda, and Central India Railway.—From Bombay to Bulsar, Surat, Broach, Ahmedabad, Veerumgaum, Wudwan, Patree, &c.; or 422 miles now open. It is completed to the terminus at Colaba Harbour, Bombay. At Boree Bunder the Great Indian Peninsula makes a junction. Much damage was done to the Nerbudda viaduct by the monsoon floods of 1864, which rose 70 feet in 24 hours. This viaduct was re-opened in May, 1865. The bridges on the principal rivers have been strengthened.

The monsoon floods of 1866 were unprecedented in violence. The traffic between the River Veturnee and Dhanoo, a distance of 30 miles, was stopped for nearly the whole of August. About twenty gaps, of 25 to 100 feet, were bored in the solid embankment, made of rubble, stone, and gravel. After such casualties it is not suprising to find that this line is one of the most costly in India, averaging more than £20,000 a mile. It also suffered in the September monsoon of 1872, when the bridge over the River Par was swept away, and the bridges over the Orunga and Damaungunga Rivers were much damaged. All have been restored. The traffic of the first half of 1872 produced returns in excess of the 5 per cent. guaranteed. The Patree branch, of 22 miles, for the Government salt traffic, was opened May, 1873. It terminates at the head of the Gulf of Cutch. Another branch from Neriad to Dakore, 17 miles long, was opened in 1874, at a cost of £4,000 a mile. The branch from Neagaum to Dubhoe, 20 miles long, was constructed by H.H. the Gackwar, and an extension is projected.—For Distance and Fare Table, see page 386.

5. Scinde, Punjab, and Delhi Railway.—An amalgamation of—1st, the Scinde line, from Kurrachee to Kotree; 2nd, Punjab line, from Mooltan to Lahore and Umritsur; 3rd, Delhi line, from Umritsur to Delhi. Total, 664 miles. The Delhi section, opened 1870, includes the bridge over the Sutlej, the last link in the chain, which was opened by the Maharajah of Puttiala. It joins the East Indian, and thus makes a continuous rail of

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1,500 miles rom Calcutta to Mooltan. This bridge, though the foundations were 40 feet below the bed of the river, gave way in the great floods of 1871. The greater part of the Punjab section was opened by Lord Lawrence, when Viceroy, 1864. The Scinde section, ending at Kotree, on the Indus, works in conjunction with the Punjab section at Mooltan, and since the filling up of this gap of 500 miles by the Indus Valley Rail, one long line of 1,180 miles is open between Kurrachee and Delhi; or 2,230 miles from Kurrachee to Calcutta. A Floating Dock, the first introduced into India, was sent out from England to Kotree in July, 1869, and successfully placed; it is 300 feet long, and 80 wide, with a draught of 12½ feet.—For Distance and Fare Tables, see page 391.

6. South Indian Railway includes, since 1874, the former Great Southern and the Carnatic Rails; a system which will ultimately comprise upwards of 653 miles, of which 607 miles is open on the metre gauge of 3 ft. 3⅜in. The main line, 168 miles long, starts from Erode, on the Madras line, to Trichinopoly and Negapatam, and was opened 1868. The absence of roads to some stations, and the want of accommodation in Negapatam harbour at present, are great hindrances to the development of traffic. It is a single line, made for £7,700 a mile, and the working expenses are moderate. A branch line from Trichinopoly to Dindigul and Madura was opened 1875; and was extended thence to Tuticorin. The main line to that point is nearly 450 miles long. The former Carnatic line was at first called the Indian Tramway.—For Distance and Fare Table, see page 385.

7. Eastern Bengal Railway.—Runs from Calcutta to Kooshtee and Goalundo (for Seraigunge, Dacca, &c.) Length, 159 miles, all open. The extension of 45 miles, from Kooshtee to Goalundo, at the confluence of the Ganges and Brahmapootra, was opened by the Viceroy, 31st December, 1870. It crosses the Goraie by Mr. Leslie's bridge of 1,760 feet, on 17 spans. Its object is to intercept the traffic coming down the two rivers to Calcutta. Powers for running steamers in communication with the railway have been granted. A branch to Darjeeling is open, and a branch to Chitore, on the banks of the Ganges, was opened 1875. The floods of 1871 did some injury at Goalundo. The traffic is promising.—For Distance and Fare Table, see page 392.

8. Oude and Rohilcund Railway.—A system of 686 miles, between Moradabad and Buxar, parallel to the East Indian line; of which three-fourths are complete. The main line begins at Benares on the East Indian line; and passes on to Shahgunge, near which a branch from Buxar comes in; thence to Fyzabad; Nawabgunge (or Barabunkee), where the Byramghat branch, 21 miles long, comes in; and Lucknow, where the Cawnpore branch comes in. From Lucknow it passes Shahjehanpore and Bareilly to Chundausi, where the Allyghur branch joins; and from Chundausi it proceeds to Moradabad, where an extension is projected to Saharunpoor, on the Delhi and Lahore line. The junctions with the East Indian line are effected by means of bridges and ferries at the points of meeting. A bridge over the Ganges is of lattice work, 3 miles long, of which 2½ miles cross the Khadar lands. At some places women are employed as ticket collectors and carriage attendants. In September, 1874, as much as 9½ inches of rain fell in 10 hours, near Cawnpore.—For Distance and Fare Table, see page 393.

Assisted Companies, State Lines, and Native State Lines; see Table, page 380. Particulars of some lines as follows:—

Calcutta and South Eastern Railway.—Now a Provincial State line; one half open. Runs to the mouth of the Ganges, at Mutlah. Length, 29 miles. Port Canning on the river Mutlah being unfinished, the traffic on the line is, for the present, small and unremunerative. *Port Canning*, however, is improving under the auspices of a Land Company, who have spent £600,000 on it, and it is becoming more healthy. It is better known to, and more used by, seamen, and a new town is in consequence springing up.—For Distance and Fare Table, see page 392.

Nalhattee State Railway, 27 miles long, on a 4ft. gauge, from Nalhattee to Azimgunge (for Moorshedabad).—For Fares, &c., see page 391.

Khamagaon, 8 miles long, from Jullum (or Jhellum). This and

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Oomrawuttee (or Amravati), 6 miles long from Budnaira, are two branches of the same Nagpore line, in the Berar district; on a gauge of 5ft. 6in.

Patree Branch, of the Bombay and Baroda line; 23 miles long, on a gauge of 5ft. 6in.

Tirhoot, a branch of the East Indian Rail, 83 miles long, from Barh near Patna, to Darbunga &c., chiefly on the metre gauge; and partly constructed with great despatch, in three months, in 1874, to meet the exigencies of the famine in Tirhoot. Materials intended for the Rajpootana line, being near at hand, were used for the purpose.—See page 391.

Nizam's Government Line—See Great Indian Peninsula, as above.—For Tables, see page 384.

Punjab Northern, 355 miles, from Lahore to Peshawur; mostly on the broad gauge. Part of it to Wuzeerabad is on the narrow gauge. Attock Bridge crosses the Indus on 2 spans of 300 ft. and 3 spans of 250 ft., for the rail; with a roadway below, 117 ft. above the average river level.—See page 395.

Rajpootana State Railway.—This embraces about 1,120 miles in the Rajpootana native states, viz., the section from Agra, on the East Indian line, to Bhurtpore, Bandikul, Jeypore, Sambhar Salt Lake, Ajmere, and Nasirabad; and the section from Delhi to Rewaree, Ulwur, and Bandikul, with a branch to Farrucknagar, 142 miles. Extensions from Ajmere are made to Neemuch and Indore, and to Aboo and Ahmedabad, on the Great Indian Peninsula, and Bombay and Baroda lines respectively. The northern sections have a large salt traffic and include several bridges. Average cost, £5,800 a mile, on the metre gauge. —For Distance Table, see page 389.

Indore to Khundwa, or Holkar's Line.—A branch from Khundwa, on the Great Indian Peninsula, to Maharajah Holkar's capital; on the metre gauge; the construction having been assisted by the Maharajah's loan of a million at 4½ per cent. An extension is open to Oojein, Neemuch, and Ajmere.

Indus Valley and Kandahar, 654 miles, on the 5ft. 6in. gauge; from Kotree to Mooltan Branch towards the Bolan Pass and Quetta-Sukkur Bridge in progress.—See page 395.

Wurda Valley, on the Nagpore Branch of the Great Indian Peninsula; 15 miles (out of 45 miles) open from Wurdah to Hingunghat. It supplies the cotton districts and the Chundah coalfields.

Nagpur and Chattisgarh, 121 miles, in Central Provinces. From Nagpur (as above) to Raipur.—See page 384.

Carwar to Gadak, 252 miles. From the Malabar Coast; surveyed only.

Rangoon and Irawadi Valley, 160 miles From Rangoon to Prome, in British Burmah; to be extended to Allanmyo.—See page 392.

Rangoon to Tsit-toung, projected.

Northern Bengal, 266 miles. From Sara, on the Ganges, near Kooshtea, on the Eastern Bengal to Darjeeling. It brings Darjeeling within 14 hours of Calcutta, instead of 14 days.

Agra to Gwalior and Jhansi, or Sindhia's Line, 75 miles, on the 5ft. 6in. gauge.

West Rajputana, on the metre gauge. From Ajmere (see above) and down the west of the Aravalli range to Mount Aboo, Palanpur, and Ahmedabad, on the Bombay, Baroda, and Central India.

Mysore, 58 miles. From Bangalore, on the Madras line, to Mysore.

Muttra and Hatras, a Provincial line, 55 miles long, on the metre gauge, in N.W. Provinces; opened 1875, from Hatras or Hathras, on the East Indian.

Baroda State or Gaekwar's Line, 160 miles See Bombay, Baroda, and Central India.

Patna-Gaya.—A branch from the East Indian, 57 miles.

Goa (Portuguese).—A line (called South Mahratta) projected from Marmagoa (Goa Harbour) to Dharwar and Bellary, 450 miles. **Pondicherry** French).—A short branch from the port to the South Indian.

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RUNNING AND SANCTIONED LINES, 1882.

Railway.	Gauge. ft.	Gauge. in.	Length of Line Sanct'ned Miles.	Length Opened during 1881. Mile	Total Length Opened on 31st Dec., 1881. Miles.	Portion Laid with Double Line. Miles.	Length remaining to be finished. Miles.
I. STATE LINE WORKED BY COMPANY.							
East Indian (1854)	5	6	1,510½	...	1,504½	410½	6¼
GUARANTEED COMPANIES.							
Great Indian Peninsula (1853)	5	6	1,288	...	1,288	324½	...
Madras (1856)	5	6	860¾	...	858	42½	2¾
Bombay, Baroda, and Central India (1855)	5	6	421½	...	421½	23	...
Sind, Punjab, and Delhi (Punjab and Delhi	5	6	553½	...	553½	...	...
Delhi (1861) ... (Sind	5	6	109¾	...	109¾	4½	...
South Indian (1861)	3	3½	653¼	8	653¼	...	...
Eastern Bengal (1862)	5	6	158¾	...	158¾	...	...
Oudh and Rohilkund (1867)	5	6	686½	...	546½	...	139½
Total, East Indian and Guaranteed Railways	...		6,242½	8	6,094	804½	148¾
II. ASSISTED COMPANIES.							
Assam (Light Railway), Dibrugarh to Sadiya, &c.	3	3½	87	...	...	...	87
Bengal Central	5	6	129	...	...	...	129
Darjiling-Himalayan (*late* Darjiling Steam Tramway)	2	0	48¾	18¾	48¾	...	...
Baidyanath-Deogarh	3	3½	6	...	...	...	6
Bareilly-Ranibagh	3	3½	60	...	...	...	60
Nilgiri	3	3½	12	...	...	...	12
Total, Assisted Companies	...		342¾	18¾	48¾	...	294
III. STATE. *Imperial.*							
Punjab Northern (to Peshawur)	5	6	348	130	354¾	..	70½
	3	3½	77½				
Indus Valley and Kandahar	5	6	654¼	...	653	...	1¼
Rajputana-Malwa (1874)	3	3½	1,219¾	284½	1,115¾	2¼	105½
	5	6	1½				
Sindhia	5	6	74¾	8½	74¾	...	...
Patri (1873)	5	6	22½	...	22½	...	...
Dhond-Manmád	5	6	145¾	...	145¾	...	...
Southern Mahratta (to be made by a Company)	3	3½	451	...	...	...	451
Total, *Imperial*	...		2,994¾	422¾	2,366½	2¼	628¼
Provincial.							
Bengal:—							
Calcutta and South-Eastern (1862)	5	6	56½	...	28	...	28½
Nalhati (1853)	4	0	27¼	...	27¼	...	...
Northern Bengal	5	6	13	23	266½	...	33½
	3	3½	252½				
and Kaunia Dhurla Tramway	2	6	34½				
Tirhut (1874)	5	6	3	...	85	...	167
	3	3½	249				
Patna-Gaya	5	6	147	...	57	...	90
North-West Provinces and Oudh:—							
Muttra-Hathras-Achnera	3	3½	53	24	53	...	...
Cawnpore-Farrukhabad	3	3½	196	36¾	86	...	110
Dildarnagar-Ghazipur	5	6	12	...	12	...	...

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RUNNING AND SANCTIONED LINES, 1882—continued.

Railway.	Gauge.	Length of Line Sanct'ned	Length Opened during 1881.	Total Length Opened on 31st Dec., 1881.	Portion Laid with Double Line.	Length remaining to be finished.
	ft. in.	Miles.	Miles.	Miles.	Miles.	Miles.
Punjab:—						
Amritsar-Pathankot	5 6	65	...	...	...	65
Central Provinces:—						
Wardha Coal (1873)	5 6	46½	...	46½	...	...
Nagpur and Chhatisgarh	3 3⅜	263¾	45	98	...	165¾
British Burma:—						
Rangoon and Irawadi Valley	3 3⅜	203	...	161	...	42
Rangoon and Tsit-toung Valley	3 3⅜	163½	...	...	...	163½
Total, *Provincial*	...	1,785½	128¾	920¼	...	865¼
IV. NATIVE STATES.						
Bhopal	5 6	62	...	...	...	62
Bhaunagar-Gondal	3 3⅜	192½	87½	192½	...	...
Gaekwar of Baroda's	2 6	60¼		60¼	...	...
Berar {Amraoti	5 6	6	...	6	...	...
Berar {Khamgaon	5 6	8	...	8	...	...
Nizam's	5 6	121	...	121	...	...
Mysore	3 3⅜	85¾	58	58	...	27¾
Total, *Native States*	...	535½	148½	445¾	...	89¾

SUMMARY.

I. East Indian and Guaranteed Lines	...	6,242¾	8	6,094	804¾	148¾
II. Assisted Lines	...	342¾	18¾	48¾	...	294
III. State {Imperial	...	2,994¾	422¾	2,366½	2¼	628¼
III. State {Provincial	...	1,785½	128¾	920½	...	865¼
IV. Native States	...	535½	148½	445¾	..	89¾
Total for all Railways	...	11,901¼	726¾	9,875¼	807	2,026

Summary.—The three Presidency towns, and the Capitals of North-west Provinces and the Punjab, are now all united; and thus the system of trunk lines originally laid down is completed, and a continuous zig-zag line of 3,200 miles is formed between Tuticorin at the southern terminus of the Madras lines, and Mooltan, in the north, *viâ* Bombay, Jubbulpore, Allahabad, Lahore, and Peshawur.

The length of railway now open in India is 12,000 miles; of which 726 were completed during 1881. There are only 807 miles laid with a double line; about six-sevenths are on the 5ft. 6in. gauge, the rest on narrower gauges, down to 2½ft. The most important operations have been connected with the State lines, to which 570 miles have been added. There are nearly 1,300 stations in all.

The total capital expenditure up to the end of 1881 was about 134½ millions; of which 32¼ millions were on account of the East Indian. The revenue derived during the year was nearly 7 millions, of which 6¼ millions were earned by the Guaranteed lines. The net receipts from the Guaranteed lines was less than the amount advanced for guaranteed interest. The average receipts per cent. for the year were £5 3s.; the maximum earned was 9¼ per cent. by the East Indian, a line which also holds the foremost place for economical management. The number of passengers carried was 52¼ millions; weight of goods, 13½ million tons. A return to the Agency of Companies is now the rule. A line in Upper Assam, from Dibrugarh on the Brahmaputra, taps valuable coal mines. The Attock Bridge is open across the Indus. The

Kandahar line was of special service in the Afghan war of 1880. "One single railway train did with ease in one day of 16 hours, what it would take 2,500 camels to do in a fortnight." It is also a valuable commercial route. The lines in British Burma are a marked success. In a storm "a driver was up to his knees in hail-stones." An accident was nearly caused by an "elephant" running down the line. Nearly 170,000 persons are employed, of whom 162,000 are natives.

The operations of 1877 were especially marked by the important part railways have played in connection with the famine, which extended over 54,000 square miles in south India, with a population of 8 millions. We had the phenomenon of great scarcity in the south, and plenty in the north, which led to large quantities of grain being moved from one end of the country to the other. The receipts from this source were a substantial set off against the very heavy charges incurred by the government in the relief of famine. With regard to the wheat trade, it would hardly have been thought possible, twenty years ago, that a granary for England would arise in the valleys of the Ganges, Jumna, and Indus; yet, notwithstanding their distance from a seaport, during the last two years a rapidly increasing production of grain and seeds in the provinces, watered by those rivers, and a large export trade has sprung up. So long as the difference between the price in the English market and the united cost of production, inland transit and freight, is such as to leave a sufficient margin for a fair profit to the grower and the merchant, Indian wheat will find its way to England. With the facilities now afforded, a steady trade is established. About 9½ million cwts. were sent to the United Kingdom, 1880.

Frontier Duties, where the line passes among Native States, are the cause of inconvenience and delay, arising from the difference of transit charges.

An apparatus for cooling carriages is fixed to trains. Tinted glass in the windows give relief from the glare. Sleeping accommodations are provided for long journeys. On the Rajpootana lines, instead of a mileage rate, a station-to-station rate is on trial, irrespective of mileage, and a low scale is taken.

In some parts of India, cast-iron sleepers answer well; in others, wood is preferred. Steel rails, though dear at first, are found to pay by their toughness and durability. The want of good roads to the stations is found to be a great check to traffic.

The average cost of the East Indian line was £21,121 a mile (single rail), much of it arising from unavoidable and extraordinary causes; allowing for which the cost may be put at £12,500 a mile. Calcutta and South Eastern cost £24,300. Average of 5½ feet gauge, £16,000; of metre gauge, £7,000. But recent examples of the Wudwan and Patree branches show that single lines of 5½ feet gauge may be made for £6,000 to £3,500 a mile.

Messrs. Cook & Son say that there are no better carriages or station accommodation in the world than in India. Special tourist tickets are issued by them for passengers from Europe to the principal towns.

Ceylon.—*Railway* from Colombo to Kandy, *via* Parnapettia, Maha Dya, &c., 75 miles; and branch from Peradeniya to the coffee districts at Nawalapitiya 17 miles; gauge, 5ft. 6in. The first turf was cut on the 13th of August, 1858, by the late Sir Henry Ward, and the first section opened 1865. Columbo to Kalutara, &c., towards Galle, is open. —See page 385.

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INDIAN RAILWAY TABLES.

The following Tables have been compiled from the latest information available in England before going to press; but the traveller in India should compare them with the Companies' own Time Bills at the first opportunity. Average speed, about 20 miles per hour for quick, and 15 for slow Trains. Money.—12 pies=1 anna=1½d. 16 annas=1 rupee=2s., nominal.

MADRAS.—South West Line.

Agent and Manager, A. M. Saunders. Traffic Man., H. E. Church. Loco. Supt., F. H. Trevithick.

Miles.	Down.	Fares from MADRAS. 1st cl.	2nd cl.	3rd class.
		R. A.	R. A.	R. A. P.
—	Madras			
4½	Royapuram	0 4	0 2	0 1 0
3½	Perambore	0 4	0 2	0 1 0
10	Umbatoor	0 15	0 6	0 1 8
13	Avady	1 0	0 8	0 2 2
18	Tinnanore	2 0	0 11	0 3 0
22½	Savapett, Road	2 0	0 13	0 3 10
26	Trivellore	2 0	0 15	0 4 4
29½	Cudumbatoor	3 0	1 0	0 5 0
36	Chinnamaraet	3 0	1 0	0 6 0
42½	Arconum Junc. *(To N. West Line, 384.)*	4 0	2 0	0 7 2
48½	Minnal	5 0	2 0	0 8 4
55½	Shotlinghur	5 0	2 0	0 9 4
65	Arcot	6 0	2 0	0 10 10
73	Tiruvellum	7 0	3 0	0 12 2
80½	Vellore	8 0	3 0	0 13 6
88½	Veeringeepuram	8 0	3 0	0 14 10
95½	Gooriattum	9 0	4 0	1 0 0
101½	Ooli	10 0	4 0	1 1 0
109½	Melputty	10 0	4 0	1 1 8
112½	Amboor	11 0	4 0	1 2 10
122½	Vaniembady	12 0	5 0	1 4 6
124	Kathumpudupatty	12 0	5 0	1 5 4
132	Jollarpett Junction	12 0	5 0	1 6 0
	146½ Mullanoor			
	154½ Coopum	14 0	6 0	1 9 8
	168 Camasamudrum	16 0	6 0	1 12 6
	175¾ Cular Road	17 0	6 0	1 13 4
	182¾ Taicul	17 0	7 0	1 14 6
	192½ Malloor	18 0	7 0	2 0 0
	204½ Cadjoody	19 0	8 0	2 2 2
	210½ Krishnarajapura	20 0	8 0	2 3 2
	216½ Bangalore Cntmt	21 0	8 0	2 4 6
	219 ,, City	21 0	8 0	2 4 6
136¾	Tripatore	13 0	5 0	1 6 10
144½	Kaliyhenry			
151½	Samuliputty	14 0	6 0	1 9 11

Miles.	Down *(Continued)*.	Fares from MADRAS. 1st cl.	2nd cl.	3rd class.
		R. A.	R. A.	R. A. P.
156½	Kullavi			
166	Morapoor	16 0	6 0	1 11 8
174	Buddireddyputty			
180	Mullapuram	17 0	7 0	1 14 0
192	Shervaroy Hills	18 0	7 0	2 0 0
206⅜	Salem (Suramungalam)	19 0	8 0	2 2 6
219¼	Mc. Donald's Choutry	21 0	8 0	2 4 8
230½	Sunkerydroog	22 0	8 0	2 6 6
2 3	Erod *(Sth. India L. see*	23 0	9 0	2 8 6
252	Perunduray *(below)*	24 0	9 0	2 10 0
266½	Wutkallee	25 0	10 0	2 12 6
275	Tiruppoor	26 0	10 0	2 13 10
280	Mungalum	26 0	10 0	2 14 8
286	Somanoor	27 0	10 0	2 15 8
291½	Sulur	27 0	11 0	3 0 6
293½	Shingenellur	28 0	11 0	3 1 6
301½	Pothanoor Junction	28 0	11 0	3 2 4
	— Pothanoor Junc.			
305½	Coimbatore	29 0	11 0	3 3 4
311½	Tudialoor	29 0	11 0	3 4 0
316	Goodaloor	30 0	12 0	3 4 8
322½	Karamadyr	30 0	12 0	3 5 10
327½	Mettapollium	31 0	12 0	3 6 8
308	Muddikurry	29 0	11 0	3 3 4
316½	Wallar	30 0	12 0	3 4 10
323½	Coujeode	30 0	12 0	3 6 0
332	Palghaut	31 0	12 0	3 7 4
337½	Purley	32 0	12 0	3 8 4
347	Luckady	33 0	13 0	3 9 10
351½	Wootapollium	33 0	13 0	3 10 8
359½	Shoranoor	34 0	13 0	3 12 0
366½	Puttamby	34 0	13 0	3 13 2
378	Cootipurum	35 0	14 0	3 15 0
387½	Tiroor	36 0	14 0	4 0 8
392½	Tanore	37 0	14 0	4 1 6
397½	Perpunjady	37 0	15 0	4 2 4
406½	Beypoor	38 0	15 0	4 3 10

Bangalore Branch. Nellgherri Branch.

☞ Accommodation for 1st and 2nd class Passengers by the Night Trains being limited, those intending to join the Trains at any other Station than Madras, Jollarpett, Bangalore, and Salam, should give 24 hours' notice to the Station Master.

SOUTH INDIAN.—Erode Branch.

Miles from Madras.	*From Main Line, see page 385.*	Fares From TRICHINOPOLY 1st class.	2nd class.	3rd class.
		R. A.	R. A.	R. A.
248½	Trichinopoly Junction			
251	Trichinopoly Fort	0 3	0 1	0 0½
260½	Elamanúr	0 12	0 4	0 2
271½	Kulitalai	1 8	0 8	0 4
277½	Lálápet	1 13	0 10	0 5
284½	Katualai	2 4	0 12	0 6
295½	Karur	3 0	1 0	0 8
304½	Púgalur	3 9	1 3	0 10
312½	Kodumudi	4 0	1 6	0 11
316½	Unjalúr	4 4	1 7	0 12
324½	Posur	4 12	1 10	0 13
335½	Erode *(S. West Line, above*	5 8	1 14	0 15

SOUTH INDIAN.—Negapatam Branch.

Mls from Madrs.	*From Main Line, see page 385.*	Fares From TANJORE. 1 cl.	2 cl.	3 cl.
		R. A.	R. A.	R. A.
217½	Tanjore Junction			
226½	Sáliyamangalam	0 10	0 3½	0 1½
230	Ammapéti	0 13	0 4½	0 2½
236½	Nídamungalam	1 3	0 6½	0 3½
241½	Koradacheri	1 8	0 8	0 4
247½	Kulikarai	1 15	0 11	0 6
251½	Tiruvalúr	2 2	0 12	0 6
258½	Kivalúr	2 9	0 14	0 7
262½	Sikkil	2 13	0 15	0 8
265½	Negapatam	3 0	1 0	0 8

SOUTH INDIAN.—Conjeveram Branch.

Mls	*From Madras Line, see above.*	Fares. 1 cl.	2 cl.	3 cl.
—	Arkonam Junction	R. A. P.	R. A. P.	R. A. P.
9	Pallúr	0 9 0	0 3 0	0 1 6
17½	Conjeeveram	1 2 0	0 6 0	0 3 0
25½	Walajabad	1 10 9	0 9 0	0 5 0
32	Villiyambákam	2 0 0	0 11 0	0 6 0
39	Chingleput	2 8 0	0 14 0	0 7 0

MADRAS.—North West Line.

Miles.	Down.	Fares From MADRAS. 1st class	2nd class	3rd class
		R. A.	R. A.	R. A. P.
—	Madras			
421	Arconum J. *(Fm. S. Wst & S. Indian,* 383 & 385)	4 0	2 0	0 7 2
		5 0	2 6	0 8 6
50½	Tirutany	6 0	2 6	0 10 0
59¾	Naggery	7 0	3 0	0 11 8
69¼	Puttoor	7 0	3 0	0 13 0
78	Poody	8 0	3 0	0 14 0
83¾	Tirupetty	9 0	3 0	0 15 6
92½	Manmardoor	9 0	4 0	1 0 2
97	Ballypully	10 0	4 0	1 2 2
109	Codoor	11 0	4 0	1 3 8
117½	Orampaud	11 0	4 0	1 4 4
121¾	Reddypully	12 0	5 0	1 5 8
129¾	Rajampett	13 0	5 0	1 6 10
136¾	Nundaloor	14 0	5 0	1 8 6
147	Wontimettah	15 0	6 0	1 11 0
161½	Cuddapah	16 0	6 0	1 11 10
166¼	Krishnapuram	17 0	6 0	1 13 4
176¼	Cannalapoor	17 0	7 0	1 15 0
185¾	Yerragoontla	18 0	7 0	2 0 8
195¾	Moodanoor	19 0	8 0	2 2 2
205	Maugapatnam	20 0	8 0	2 3 2
210½	Kondipuram	21 0	8 0	2 4 8
219½	Vanganur			

Miles.	Down—*Continued.*	Fares From MADRAS. 1st class	2nd class	3rd class
		R. A.	R. A.	R. A. P.
227½	Tadputri	21 0	8 0	2 6 0
234	Pennér	22 0	9 0	2 7 0
242½	Royalcheroo	23 0	9 0	2 8 6
250	Jekkaalcheruvu	23 0	9 0	2 9 8
257½	Gooty	24 0	9 0	2 11 0
264½	Pantakacheroo	25 0	10 0	2 12 2
273½	Goondacul Junction	26 0	10 0	2 13 8
281½	Buntanhall	26 0	10 0	2 15 0
286	Boivanhall	...	...	...
291½	Veerapoor	27 0	11 0	3 0 8
297½	Hugri	28 0	11 0	3 1 6
305½	Bellary	29 0	11 0	3 3 0
281¼	Nuncherla	26 0	10 0	2 14 10
295	Auspree	28 0	11 0	3 1 2
300	Nagrur	28 0	11 0	3 2 0
307½	Adoni	29 0	11 0	3 3 4
316	Koopgull	30 0	12 0	3 4 10
325	Kosgee	31 0	12 0	3 6 2
333½	Tungabudra	31 0	12 0	3 7 8
339¾	Mutmurri.....(*page* 387)	32 0	12 0	3 8 8
355½	Raichoor *(Bombay Line, see*	33 0	13 0	3 10 6

NIZAM'S (State).

Miles.	*From Bombay, see page* 387.	Fares From WADI JUNC. 1 class.	2 class.	3 class.
		R. A. P.	R. A. P.	R. A. P.
—	Wadi Junction	0 14 0	0 5 0	0 1 6
9	Chitapur	2 3 0	0 12 0	0 4 6
15	Mulkaid Gate	2 3 0	0 12 0	0 4 0
23	Seram	3 2 0	1 1 0	0 6 0
33	Nawandgi	4 1 0	1 6 0	0 7 0
43	Tandur	5 6 0	1 13 0	0 10 0
57	Dharar	6 9 0	2 3 0	0 12 0
70	Gargawaram	7 8 0	2 8 0	0 13 0
80	Gulaguda	8 3 0	2 12 0	0 15 6
87	Shankarpalli	9 6 0	3 2 0	1 1 6
100	Lingampalli	10 13 0	3 10 0	1 3 0
108	Musapet Gate	10 13 0	3 10 0	1 3 0
115	Hyderabad	10 13 0	3 10 0	1 3 0
121	Secunderabad	11 6 0	3 13 0	1 4 6

DHOND and MUNMAR (State).

Miles.	*From Bombay, see page* 387.	Fares from DHOND JUNC. 1 cl.	2 cl	3 cl
		R. A.	R. A.	R. A. P.
—	Dhond Junction	0 12	0 6	0 2 6
12	Pimpri	1 5	0 11	0 4 0
21	Belwandi	1 13	0 15	0 6 0
29	Visapur	2 7	1 4	0 8 0
39	Sarola	2 11	1 6	0 9 0
43	Akolner	3 3	1 10	0 11 0
51	Ahmednagar	3 12	1 14	0 13 0
60	Vilad	4 4	2 2	0 14 0
68	Vambori	4 12	2 6	1 0 0
76	Rahuri	5 5	2 11	1 2 0
85	Lakh	5 12	2 14	1 3 0
92	Belapur	6 4	3 2	1 5 0
100	Chitali	6 9	3 5	1 6 0
105	Puntamba	6 14	3 7	1 7 0
110	Sanwatsar	7 8	3 12	1 9 0
120	Kopergaon Road	8 0	4 0	1 11 0
128	Yeola	8 9	4 5	1 13 0
137	Ankai	9 2	4 9	1 14 0
146	Munmar Junction *(p.* 388)	9 9	4 9	1 14 0

NAGPUR AND CHATTISGARH (State).

Miles.	*From Bombay, see page* 383.	Fares 1st class.	2nd class.	3rd class.	4th class.
		R. A.	R. A.	R. A.	R. A. P.
—	Nagpur	0 14	0 6	...	0 1 6
9	Kamptee	1 8	0 11	...	0 2 9
16	Salwa	2 4	1 0	...	0 4 0
24	Tharsa	3 11	1 10	...	0 7 0
39	Bhandara Road	4 1	1 13	...	0 7 0
43	Koka	4 11	2 1	...	0 8 0
50	Dowhali	5 0	2 3	...	0 9 0
53	Tumsar	5 15	2 10	...	0 11 0
63	Tirora	6 12	3 0	...	0 12 0
72	Gangejhari	7 10	3 6	...	0 14 0
81	Gondia	8 15	3 15	...	1 0 0
95	Ambagaon	11 15	5 5	...	1 5 0
127	Dongargarh	12 9	5 9	...	1 6 0
134	Musra	13 1	6 1	...	1 8 0
146	Raj Nandgaon				

MYSORE (State).

Miles.	*From Madras Line, see page* 383.	Fares. 1st class.	2nd class.	3rd class.
		R. A. P.	R. A. P.	R. A. P.
—	Bangalore	0 8 0	0 4 0	0 2 0
8	Kengeri	1 2 0	0 9 0	0 4 6
18	Bidadi	1 12 0	0 14 0	0 7 0
28	Closepet	2 3 0	1 1 6	0 8 9
35	Channapatna	...	...	...
39	Mudagere	2 14 0	1 7 0	0 11 6
46	Maddur	...	...	...
51	Honnakere	3 10 0	1 13 0	0 14 6
58	Mandya	3 15 0	1 15 6	0 15 9
63	Yeleyur	4 6 0	2 3 0	1 1 6
70	Kalashasana	4 10 0	2 5 0	1 2 6
74	French Rocks	4 13 0	2 6 6	1 3 3
77	Seringapatam	5 6 0	2 11 0	1 5 6
86	Mysore			

SOUTH INDIAN (late Great Southern of India).

Agent and Traffic Manager, W. S. Betts.

Miles from Madras.		Fares from MADRAS. 1st class.	2nd class.	3rd class.
		R. A.	R. A.	R. A.
—	Madras	0 6	0 2	0 1
5¼	Saidápet	0 8	0 2½	0 1½
8	St. Thomas' Mount	0 8	0 2½	0 1½
11½	Pallavaram	0 12	0 4	0 2
18½	Vandalúr	1 3	0 6½	0 3½
22½	Gúduvánchéri	1 7	0 8	0 4
29¼	Singaparemálkoil	1 14	0 10	0 5
34⅓	Chingleput	2 3	0 12	0 6
40¼	Kolatúr North	2 9	0 14	0 7
42½	Padalam	2 11	0 15	0 8
49¾	Madhurántakam	3 2	1 1	0 9
58¼	Acharapákam	3 11	1 4	0 10
62¾	Perumbair	3 15	1 5	0 11
68	Olakúr	4 4	1 7	0 12
75¼	Tindivanam	4 12	1 10	0 13
81	Matlam	5 1	1 11	0 14
90¼	Vikravándi	5 11	1 15	1 0
98¼	Villupuram Junction	6 3	2 1	1 1
103¾	Valavanur	6 8	2 3	1 2
111¾	Kandamangalum	7 0	2 6	1 3
118	Villenur	7 5	2 7	1 4
122½	Pondicherry	7 10	2 9	1 5
110½	Panruti	6 15	2 5	1 3
118¾	Nellikupam	7 7	2 8	1 4
124¾	Cuddalore New Town	7 13	2 10	1 5
127¼	Cuddalore Old Town	8 0	2 11	1 6
134⅓	Alapákam	8 7	2 13	1 7
144¼	Porto Novo	9 1	3 1	1 9
151	Chidambaram	9 7	3 3	1 10
155½	Coleroon	9 12	3 4	1 10
161½	Shiyáli	10 2	3 6	1 11
165¼	Vaithísvarankoil	10 6	3 8	1 12
169¾	Antándavapuram	10 10	3 9	1 13
173¾	Máyavaram	10 14	3 10	1 13
179	Kuttálam	11 4	3 12	1 14
183¾	Narasinganpét	11 8	3 14	1 15

Miles from Madras		Fares from MADRAS—*Continued.* 1st class.	2nd class.	3rd class.
		R. A.	R. A.	R. A.
188½	Tiruvadamarudúr	11 13	3 15	2 0
193¼	Kumbakonan	12 2	4 1	2 1
198¾	Sundaraperumálkoil	12 7	4 3	2 2
202¼	Pápanásam	12 11	4 4	2 2
206¾	Ayyampet	12 15	4 5	2 3
211⅓	Titte [*patam, p. 383*)	13 4	4 7	2 4
217¼	Tanjore Jn. (*To Negapatam, p. 383*)	13 10	4 9	2 5
228½	Búdalúr	14 5	4 13	2 7
242¼	Tiruverumbúr	15 3	5 1	2 9
248½	Trichinopoly J. (*p. 383*)	15 9	5 3	2 10
260	Kolatúr South	16 4	5 7	2 12
271	Manapárai	17 0	5 11	2 14
279½	Vaiyampati	17 8	5 14	2 15
290¾	Ayyalúr	18 3	6 1	3 1
295¾	Vadamadura	18 8	6 3	3 2
306	Dindigul	19 2	6 6	3 3
312¾	Ambaturai	19 9	6 9	3 5
319½	Ammayanáyakanúr	20 0	6 11	3 6
331¼	Sholavandán	20 12	6 15	3 8
336¾	Samayanallúr	21 1	7 1	3 9
344⅓	Madura	21 9	7 3	3 10
348¾	Tiruparankundram	21 13	7 5	3 11
355½	Tirumangalam	22 4	7 7	3 12
364¼	Kalligudi	22 13	7 10	3 13
371½	Vi udupati	23 4	7 12	3 14
380¾	Tulukapati	23 13	7 15	4 0
388	Sátúr	24 4	8 2	4 1
401¼	Koilpati	25 2	8 6	4 3
407¾	Kusumárapuram	25 8	8 8	4 4
415	Kadambúr	25 15	8 11	4 6
425	Maniyachi Junction	26 9	8 14	4 7
434½	Gangaikondan	27 2	9 1	4 9
443¼	Tinnevelly	27 12	9 4	4 10
433½	Tatapárai	27 2	9 1	4 9
443½	Tuticorin	27 11	9 4	4 10

COLOMBO and KANDY—Ceylon.

Miles.		Fares. 1st class.	2nd class.	3rd class.
		R. CT.	R. CT.	R. CT.
—	Colombo	...	...	...
—	Maradana Junction	...	...	...
3	Kelaniya	0 24	0 16	0 8
9	Mahara	0 72	0 48	0 24
16	Henaratgoda	1 38	0 92	0 46
23	Veyangodo	1 88	1 24	0 62
31	Mirigama	2 49	1 66	0 83
34	Ambépussa	2 82	1 88	0 94
45	Polgahawela	3 69	2 46	1 23
52	Rambukkana	4 26	2 84	1 42
55	Kadugannawa	5 22	3 48	1 74
71	Pérádeniya	5 70	3 80	1 90
—	Gampola	...	...	...
—	Nawalapitiya	...	...	...
74	Kandy	6 0	4 0	2 0

COLOMBO & KALUTARA SOUTH—Ceylon.

Miles.		Fares. 1st class.	2nd class.	3rd class.
		R. CT.	R. CT.	R. CT.
—	Maradana Junction	...	...	...
1	Pettah	0 6	0 4	0 2
2	Fort	0 12	0 8	0 4
2	Slave Island	0 15	0 10	0 5
3	Kollupitiya	0 25	0 15	0 7
4	Bambalapitiya	0 30	0 20	0 9
5	Wellawatta	0 37	0 25	0 12
7	Dehiwella	0 50	0 30	0 15
8	Mount Lavinia	0 55	0 37	0 18
11	Angulana	0 75	0 50	0 25
13	Moratuwa	0 87	0 55	0 27
17	Panadure	1 12	0 75	0 37
—	Moligoda	1 37	0 87	0 42
—	Kalutara, North	1 62	1 12	0 53
—	Kalutara, South	1 75	1 12	0 55

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BOMBAY, BARODA, and CENTRAL INDIA. [Traffic Man., J. R. Duxbury.

Miles.	Down.	Fares from Colaba. 1st cl.	2nd cl.	3cl mail	3cl. ord.
		R. A.	R. A.	R. A.	R. A.
—	Colába	0 2	0 1	0 0½	0 0½
1½	Church Gate St.	0 2	0 1	0 0½	0 0½
2	Marine Lines	0 2	0 1	0 0½	0 0½
2¾	Chárni Road	0 3	0 1½	0 0½	0 0½
3½	Grant Road	0 4	0 2	0 1	0 0½
5	Mahálakshmi	0 5	0 2½	..	0 1
6	Parel	0 6	0 3	..	0 1½
7½	Dádar	0 8	0 4	..	0 1½
9½	Máhim	0 10	0 5	..	0 2
10½	Bandora	0 11	0 5½	0 2½	0 2½
15	Andheri	0 15	0 7½	..	0 3½
20	Goregaon	1 2	0 9	..	0 4½
22½	Borivli	1 7	0 11½	..	0 5½
28½	Bhárnidar	1 13	0 14½	..	0 6
33½	Bassein Road	2 2	1 1	0 8½	0 7
35½	Virár	2 7	1 3½	0 9½	0 8½
48½	Saphála	3 1	1 8½	..	0 10½
57½	Pálghar	3 10	1 13	0 11½	0 12
64½	Boisar	4 1	2 0½	..	0 13½
76½	Vanzaon	4 7	2 3½	..	0 14½
78	Dáhánu Road	4 14	2 7	1 3½	1 0½
85	Gholwad	5 5	2 10½	..	1 1½
90½	Vevji	5 11	2 13½	..	1 2½
94	Sanján	5 14	2 15	..	1 3½
101½	Bhilád	6 6	3 3	..	1 5½
105½	Daman Road	6 13	3 6½	1 11½	1 6½
115½	Udvada	7 4	3 10	..	1 8½
118	Párdi	7 6	3 11	1 13½	1 8½
124½	Bulsar	7 13	3 14½	1 15½	1 10
130	Dungri	8 2	4 1	..	1 11
135½	Bilimora	8 8	4 4	2 2	1 12½
139	Amalsád	8 11	4 5½	2 2½	1 13
145½	Navsári	9 5	4 10½	2 5½	1 15
154	Maroli	9 10	4 13	..	2 0
158	Sachin	9 14	4 15	..	2 1
167	Surat	10 7	5 3½	2 9½	2 2½

From Surat.

169½	Amro'i	0 9	0 1½	..	0 0½
175½	Sáyan	0 9	0 4½	..	0 2
181½	Kim	0 15	0 7½	..	0 3½
191½	Panoli	1 9	0 12½	..	0 5½
193	Ankleswar	1 15	0 15½	0 7½	0 6½
203½	Broach	2 5	1 2½	0 9½	0 7½
211	Chamárgám	2 12	1 6	..	0 8½
219½	Pálej	3 5	1 10½	0 13½	0 11
228½	Miyagám	3 14	1 15	0 15½	0 13

From Miyagam.

—	Miyagám Jun'	..	..	..	..
237½	Karwán	0 5½	Upper class.	Lower class.	0 2½
242	Mandalá	0 8½			0 3
244½	Nalla	..			..
248½	Dubhoi	0 11½			0 5½
258½	Bhadarpore	1 1½			0 7½

Miles.	Down—Contd.	Fares from Vishwamintri. 1st cl.	2nd cl.	3cl. mail	3cl. ord.
		R. A.	R. A.	R. A.	R. A.
—	Vishwamintri	..	..	..	..
265½	Gon Gate	0 1½	Upper class.	Lower class.	0 0½
260½	Kilanpore	0 4			0 1½
255½	Bhilapore	0 7			0 3
248½	Dubhoi	0 11			0 4½
237½	Tel Talao	0 15½			0 6½
229½	Chandode	1 1½			0 7½

From Surat.

236	Polá	4 5	2 2½	..	0 14½
245½	Vishwamintri	4 15	2 7½	..	1 0½
247½	Baroda	5 1	2 8½	1 4½	1 1
252	Bájuwá	5 5	2 10½	..	1 1½
259½	Vásad	5 13	2 14½	1 7½	1 3½
263½	Nauli	6 3	3 1½	..	1 4½
269½	Anand	6 7	3 2½	1 9½	1 5½

From Anand.

—	Anand	..	..	..	..
276½	Bhádaj	0 7	0 3½	..	0 1½
283½	Umreth	0 14	0 7	..	0 3
287½	Dákor	1 3	0 9½	..	0 4
293½	Thasra	1 8	0 12	..	0 5
301½	Sevalia	2 0	1 0	..	0 6½
305½	Timba	2 5	1 2½	..	0 7½
311½	Veganpur	2 11	1 5½	..	0 9
318½	Godra	3 1	1 8½	..	0 10½

From Surat.

274	Boriávi	6 11	3 5½	..	1 6½
280½	Nadiád	7 2	3 9	1 12½	1 7½
291½	Mehmadabad	7 13	3 14½	1 15½	1 10
298½	Bárejadi	8 4	4 2	..	1 11½
309½	Ahmedabad	8 15	4 7½	2 3½	1 13½

(To Agra & Delhi, p. 389)

From Ahmedabad.

313½	Sábarmati	0 4	0 2	..	0 0½
319½	Ambli Road	0 11	0 5½	..	0 2½
327	Sánand	1 2	0 9	0 3	0 3½
334	Chárodi	1 9	0 12½	..	0 5½
342½	Jakhvada	2 1	1 0½	..	0 7
349½	Viramgám	2 9	1 4½	0 6½	0 8½

From Viramgam.

—	Viramgám Jn.	..	..	..	..
358	Jhúnd	0 9	0 4½	..	0 2
367½	Pátri	1 2	0 9	..	0 3½
372½	Khárághora	1 7	0 11½	..	0 4½

From Ahmedabad.

359½	Sábli Road	3 3	1 0½	..	0 10½
364½	Lilápur Road	3 11	1 13½	..	0 12½
375½	Lakhtar	4 3	2 1½	0 14	0 14
389½	Wadhwán *(below)*	5 0	2 8	1 0½	1 0½

WADHWAN, DHORAJI, and BHAVNAGAR.—BHAVNAGAR-GONDAL.

Miles.	Down.	Fares from Wadhwan. 1st cl.	2nd cl.	3rd cl.
		R. A.	R. A.	R. A.
—	Wadhwan *(From Bombay, above)*	..	—	—
—	Wadhwan Junction	—	—	—
3	Wadhwan City	0 4	0 2	0 1
16	Limbdi	1 1	0 9	0 4
23	Chuda	1 7	0 12	0 5
32	Ranpur	2 1	1 1	0 7
39	Kundli	2 8	1 4	0 8
40	Botad	2 15	1 8	0 10
58	Ningala	3 10	1 13	0 12
67	Ujalvar	4 3	2 2	0 14
73	Dhola Junction	4 9	2 5	0 15

From Dhola.

—	Dhola Junction	..	—	—
3	Jalia	0 7	0 4	0 1½
47	Dhasa	0 5	0 8	0 3
56	Lathi	1 8	0 12	0 5
67	Chital	2 3	1 2	0 7

Miles.	Down—Continued.	Fares from Dhola—ctd 1st cl.	2nd cl.	3rd cl.
		R. A.	R. A.	R. A.
76	Lunidher	2 12	1 6	0 9
85	Kunkavao	3 5	1 11	0 11
91	Khakharia	3 12	1 14	0 13
100	Vavdi	4 4	2 2	0 14
108	Jetpur	4 12	2 6	1 0
112	Jetalsar	5 0	2 8	1 1
124	Dhoraji	5 9	2 13	1 3

From Wadhwan.

—	Dhola Junction	—	—	—
80	Sanasbra	5 0	2 8	1 1
86	Songad	5 7	2 12	1 2
91	Shore	5 11	2 14	1 3
97	Vartej	6 2	3 1	1 4
102	Ghadechi	6 6	3 3	1 5
104	Bhavnagar	6 8	3 4	1 6

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GREAT INDIAN PENINSULA.—South Eastern Division.

Miles.	Down.	Fares from Bombay. 1st class.		2nd class.		3rd cl. Mail.		4th cl. Ord.	
		R.	A. P.	R.	A. P.	R.	A. P.	R.	A. P.
—	Bombay	..		..		..		..	
1	Musjid	0	1 0	0	0 0	6	0 0	6	0 0 6
3	Byculla	0	3 0	0	0 1	6	0 0	9	0 0 9
4	Chinchpokli	0	4 0	0	0 2	0	0 1	0	0 1 0
5	Parel Station	0	5 0	0	0 2	6	0 1	3	0 1 3
6	Dádar	0	6 0	0	0 3	0	0 1	6	0 1 3
7	Matoonga	0	7 0	0	0 3	6	0 1	9	0 1 6
8	Sion	0	8 0	0	0 4	0	0 2	0	0 1 9
10	Coorla	0	10 0	0	6 5	0	0 2	6	0 2 3
13	Ghát Cooper	0	13 0	0	0 7	0	0 3	3	0 2 9
17	Bhandup	1	1 0	0	0 9	0	0 4	0	0 3 9
21	Tanna	1	5 0	0	0 11	0	0 5	0	0 4 0
25	Oombra	1	9 0	0	0 13	0	0 6	0	0 5 0
27	Diva	1	11 0	0	0 14	0	0 7	0	0 6 0
34	Kalyan Junction	2	2 0	1	1 0	0	0 9	0	0 7 0
33	Ambernath	2	6 0	1	3 0	0	0 10	0	0 8 0
42	Badlapur	2	10 0	1	5 0	0	0 11	0	0 9 0
49	Wangui	3	1 0	1	9 0	0	0 12	0	0 10 0
54	Neral	3	6 0	1	11 0	0	0 14	0	0 11 0
58	Chinchowli	3	10 0	1	13 0	0	0 15	0	0 12 0
62	Karjat	3	14 0	1	15 0	1	0 0	0	0 13 0
64	Palasdhari	4	0 0	2	0 0	1	0 0	0	0 13 0
78	Khandála	4	14 0	2	7 0	1	4 0	1	0 0
80	Lonauli	5	0 0	2	8 0	1	4 0	1	0 1 0
85	Karli	5	5 0	2	11 0	1	5 0	1	2 0
90	Kharkala	5	10 0	2	13 0	1	7 0	1	3 0
96	Wadgaon	6	0 0	3	0 0	1	8 0	1	4 0
98	Talegaon	6	2 0	3	1 0	1	9 0	1	4 0
104	Salaiwadi	6	8 0	3	4 0	1	10 0	1	6 0
109	Chinchwad	6	13 0	3	7 0	1	11 0	1	7 0
116	Kirkee	7	4 0	3	10 0	1	13 0	1	8 0
119	Poona	7	7 0	3	12 0	1	14 0	1	9 0

Miles.	Down— *Continued.*	Fares from Bombay. 1st class.		2nd class.		3rd cl. Mail.		3rd cl. Ord.	
		R.	A. P.	R.	A. P.	R.	A. P.	R.	A. P.
130	Loni	8	2 0	4	1 0	2	1 0	1	11 0
137	Uruli	8	9 0	4	5 0	2	2 0	1	13 0
145	Yeoat	9	1 0	4	9 0	2	3 0	1	14 0
153	Khedgaon	9	9 0	4	13 0	2	5 0	2	0 0
159	Patas	9	15 0	5	0 0	2	6 0	2	1 0
167	Dhond J. *(p. 384)*	10	7 0	5	4 0	2	8 0	2	3 0
173	Borebail	10	13 0	5	7 0	2	9 0	2	4 0
184	Diksal	11	8 0	5	12 0	3	1 0	2	6 0
189	Kartruz	11	13 0	5	15 0	3	2 0	2	7 0
195	Pomalwári	12	3 0	6	2 0	3	4 0	2	9 0
203	Saigaon	12	11 0	6	6 0	3	6 0	2	10 0
213	Jeur	13	5 0	6	11 0	3	9 0	2	12 0
223	Kem	13	15 0	7	0 0	3	11 0	2	15 0
234	Barsi Road	14	10 0	7	5 0	3	13 0	3	1 0
244	Madha	15	4 0	7	10 0	3	15 0	3	3 0
253	Angar	15	13 0	7	15 0	4	0 0	3	5 0
263	Mohol	16	7 0	8	4 0	4	3 0	3	7 0
273	Pakni	17	1 0	8	9 0	4	5 0	3	9 0
283	Sholapur	17	11 0	8	14 0	4	8 0	3	11 0
292	Hudgi	18	4 0	9	2 0	4	11 0	3	13 0
305	Karabgaon	19	1 0	9	9 0	4	15 0	4	0 0
323	Dudni	20	3 0	10	2 0	5	4 0	4	3 0
337	Gudur	21	1 0	10	9 0	5	11 0	4	6 0
353	Kulbarga	22	1 0	11	1 0	5	15 0	4	10 0
370	Shahabad	23	2 0	11	9 0	6	5 0	4	13 0
376	Wadi J. *(p. 384)*	23	8 0	11	12 0	6	5 0	4	14 0
385	Nalwar	24	1 0	12	1 0	6	5 0	5	0 0
400	Yadagiri	25	0 0	12	8 0	6	9 0	5	3 0
415	Saidapur Road	25	15 0	13	0 0	6	15 0	5	7 0
427	Krishna	26	11 0	13	6 0	6	15 0	5	9 0
432	Chikságar *(p. 384)*	27	1 0	13	9 0	6	15 0	5	10 0
442	Raichur *(Madrs*	27	11 0	13	14 0	6	6 2	5	12 7

RAJPUTANI-MALWA and HOLKAR (State),

Miles.	*Bombay and Jabalpur, see page* 388.	Fares from Khandwa. 1st class		2nd class.		Inter-mediate		3rd class.	
		R.	A. P.	R.	A. P.	R.	A. P.	R.	A. P.
—	Khandwa	..		..		..		..	
7	Ajanti	0	10 6	0	5 3	0	1 9	0	1 3
18	Attar	1	11 0	0	13 6	0	4 6	0	3 0
26	Kheri	2	8 0	1	4 0	0	6 6	0	4 3
33	Sanawad	3	2 0	1	9 0	0	8 3	0	5 6
37	Mortakka	3	8 0	1	12 0	0	9 3	0	6 3
40	Barwaha	3	12 0	1	14 0	0	10 0	0	6 9
50	Mukhtiara (late	4	12 0	2	6 0	0	12 6	0	8 3
57	Choral..(Balwara)	5	6 0	2	10 0	0	14 3	0	9 6
64	Kalakund	6	0 0	3	0 0	1	0 0	0	10 9
70	Patalpani	6	10 0	3	4 0	1	2 0	0	11 9
73	Mhow	6	14 0	3	6 0	1	2 0	0	12 3
79	Rao	7	6 0	3	12 0	1	4 0	0	13 3
86	Indore	8	2 0	4	0 0	1	6 0	0	14 3
95	Palia	8	15 6	4	6 9	1	8 3	0	15 9
103	Ajnod	9	13 0	4	13 6	1	10 6	1	1 3
111	Fatehabad	10	8 0	5	3 0	1	12 3	1	2 6
123	Ujjain	11	10 0	5	12 0	1	15 3	1	4 6
120	Chambal	11	6 0	5	10 0	1	14 9	1	4 0
130	Barnagar	12	6 0	6	2 0	2	1 3	1	5 0
140	Runija	13	4 0	6	10 0	2	3 9	1	7 6
150	Nauganwan	14	2 0	7	0 0	2	6 0	1	9 0
160	Rutlam	15	2 0	7	8 0	2	9 0	1	10 6
168	Numli	15	14 0	7	14 0	2	11 0	1	12 9
180	Jaova	17	0 0	8	8 0	2	14 0	1	14 0
191	Dhordhar	18	0 0	8	14 0	3	0 0	2	0 3

Miles.	Down— *Continued.*	Fares from Khandwa— *Continued.* 1st class		2nd class		Inter-mediate		3rd class	
		R.	A. P.	R.	A. P.	R.	A. P.	R.	A. P.
203	Dalauda	19	2 0	9	8 0	3	3 0	2	2 3
212	Mandsaur	20	2 0	9	14 0	3	6 0	2	3 3
220	Tharod	21	2 0	10	4 0	3	8 0	2	4 3
222	Piplia	21	2 0	10	6 0	3	8 0	2	4 3
227	Mulhargarh	21	2 0	10	10 0	3	10 0	2	6 3
234	Harkia Khal	22	2 0	11	0 0	3	12 0	2	7 3
242	Neemuch	23	2 0	11	6 0	3	14 0	2	8 3
253	Kesarpura	24	2 0	11	14 0	4	0 0	2	10 3
259	Nimbahera	24	2 0	12	2 0	4	2 0	2	11 3
270	Shumbhupura	25	2 0	12	13 0	4	4 0	2	13 3
277	Chitor	26	2 0	13	0 0	4	6 0	2	14 3
282	Chinderia	26	2 0	13	4 0	4	8 0	2	14 3
291	Gangrar	27	2 0	13	10 0	4	10 0	3	0 3
300	Hamirgarh	28	2 0	14	0 0	4	12 0	3	2 3
321	Bhilwara	29	2 0	15	0 0	4	14 0	3	4 3
318	Mandai	30	2 0	15	0 0	5	0 0	3	4 3
328	Lamai	31	2 0	15	0 0	5	2 0	3	6 3
336	Sanseri	31	2 0	16	0 0	5	4 0	3	8 3
344	Rupaheli	32	2 0	16	0 0	5	6 0	3	10 3
352	Barl	33	2 0	16	0 0	5	8 0	3	10 3
360	Singawal	34	2 0	17	0 0	5	10 0	3	12 3
366	Bandanwara	34	2 0	17	0 0	5	12 0	3	12 3
378	Nusseerabad	35	2 0	18	0 0	6	0 0	3	14 3
392	Ajmere *(To Agra [and Delhi, p. 389)*	37	2 0	18	0 0	6	2 0	4	2 3

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GREAT INDIAN PENINSULA.—North Eastern Division.

Down.

Miles	Boree Bunder.	1st cl. R.	1st cl. A.	1st cl. P.	2nd cl. R.	2nd cl. A.	2nd cl. P.	3rd cl. R.	3rd cl. A.	3rd cl. P.	4th cl. R.	4th cl. A.	4th cl. P.
—	Bombay	0	1	0	0	0	0	6	0	0	9	0	6
3	Musjid	0	3	0	0	1	6	0	0	9	0	0	9
4	Byculla	0	4	0	0	2	0	0	1	0	0	1	3
5	Chinchpokli	0	5	0	0	2	6	0	1	3	0	1	6
6	Parel Station	0	6	0	0	3	0	0	1	6	0	1	9
7	Dádar	0	7	0	0	3	6	0	1	9	0	2	0
8	Matoonga	0	8	0	0	4	0	0	2	0	0	2	3
10	Sion	0	10	0	0	5	0	0	2	6	0	2	9
13	Coorla	0	13	0	0	7	0	0	3	3	0	2	9
17	Ghat Cooper	1	1	0	0	9	0	0	4	0	0	3	9
21	Bhándup	1	5	0	0	11	6	0	5	0	0	4	0
27	Tanna	1	9	0	0	13	0	0	6	0	0	5	0
34	Oombra	1	11	0	0	14	0	0	7	0	0	6	0
	Diva	2	2	(	1	1	0	0	9	0	0	7	0
	Kalyan Jn. (*from Madras, p.* 384)												
40	Titwála	2	8	0	1	4	0	0	10	0	0	8	0
45	Khadavli	2	13	0	1	7	0	0	11	0	0		
50	Wásind	3	2	0	1	9	0	0	13	0	0	0	0
54	Shahapur	3	6	0	1	11	0	0	14	0	0	11	
59	Atgáon	3	11	0	1	14	0	0	15	0	0	12	
67	Khardi	4	3	0	2	2	0	1	1	0	0	14	0
75	Kására	4	11	6	2	6	0	1	3	0	1	0	0
85	Igatpuri	5	5	0	2	11	0	1	5	0	1	2	0
91	Ghoti	5	11	0	2	14	0	1	7	0	1	3	0
101	Bailagon [Siding	6	5	0	3	3	0	1	9	0	1	5	0
113	Deolali Barrack	7	1	0	3	9	0	1	12	0	1	8	0
117	Násik Road	7	5	0	3	11	0	1	13	0	1	8	0
123	Odha	7	11	6	3	14	0	1	15	0	1	10	0
128	Kherwári	8	0	0	4	0	0	2	0	0	1	11	0
136	Niphád	8	8	0	4	4	0	2	2	0	1	12	0
141	Ozgaon	8	13	0	4	7	0	2	3	0	1	13	0
147	Lásalgáon	9	3	0	4	10	0	2	5	0	1	15	0
162	Munmár Junc.	10	2	0	5	1	0	2	9	0	2	2	0
171	Hissool	10	11	5	5	6	0	2	11	0	2	4	0
178	Nándgáon	11	2	0	5	9	0	2	13	0	2	5	0
184	Pimpalkhera	11	8	0	5	12	0	2	14	0	2	6	0
191	Naydongri	11	15	0	6	0	0	3	0	0	2	8	0
199	Hirapur	12	7	0	6	4	0	3	2	0	2	10	0
204	Chálisgáon	12	12	0	6	6	0	3	3	0	2	11	0
209	Waglee	13	1	0	6	9	0	3	4	0	2	12	0
216	Kajgáon	13	8	0	6	12	0	3	6	0	2	13	0
224	Gaina	14	0	0	7	0	0	3	8	0	2	15	0
233	Páchora	14	8	0	7	4	0	3	10	0	3	0	0
241	Máheji	15	1	0	7	9	0	3	12	0	3	2	0
248	Mhasáwad	15	8	0	7	12	0	3	14	0	3	4	0
254	Sirsoli	15	14	0	7	15	0	4	0	0	3	5	0
261	Jalgáon	16	5	0	8	3	0	4	1	0	3	6	0
269	Bhadli	16	13	0	8	7	0	4	3	0	3	8	0
276	Bhusáwal Junc.	17	4	0	8	10	0	4	5	0	3	10	0
284	Warangáon	17	12	0	8	14	0	4	7	0	3	11	0
295	Nárgáon	18	7	0	9	4	0	4	9	0	3	14	0
302	Khámkhed	18	14	0	9	7	0	4	10	0	3	15	0
308	Malkápur	19	4	0	9	10	0	4	12	0	4	0	0
316	Biswa Bridge	19	12	0	9	14	0	4	13	0	4	2	0
325	Nándura	20	5	0	10	3	0	4	15	0	4	4	0
333	Jalamb Junc.	20	13	0	10	7	0	5	1	0	4	5	0
	Jalamb Jn.	..	..	..	..	..	..	..	..	..	..	..	..
341	Khamgaon	21	5	0	10	11	0	5	3	0	4	7	0
340	Shegáon	21	4	0	10	10	0	5	2	0	4	7	0
351	Páras	21	15	0	11	0	0	5	5	0	4	9	0
356	Dapld	22	4	0	11	2	0	5	6	0	4	10	0
363	Akola	22	11	0	11	6	0	5	7	0	4	12	0
375	Borgáon	23	7	0	11	12	0	5	10	0	4	14	0
380	Katipurna	23	13	0	11	14	0	5	11	0	4	15	0
386	Murtizápur	24	2	0	12	1	0	5	12	0	5	0	0
394	Mana	24	10	0	12	5	0	5	14	0	5	2	0
402	Kuram	25	2	0	12	9	0	5	15	0	5	4	0
413	Badnera Jn	25	13	0	12	15	0	6	2	0	5	6	0

Nágpur Branch.

Down—*Continued.*

Miles		Badnera Jn. Amraoti	1st cl. R.	1st cl. A.	1st cl. P.	2nd cl. R.	2nd cl. A.	2nd cl. P.	3rd cl. R.	3rd cl. A.	3rd cl. P.	4th cl. R.	4th cl. A.	4th cl. P.
419			26	3	0	13	2	0	6	3	0	5	7	0
422		Malker	26	6	0	13	3	0	6	3	0	5	8	0
430		Chándur	26	14	0	13	7	0	6	5	0	5	10	0
441		Damangaon	27	9	0	13	13	0	6	7	0	5	12	0
453		Pulgaon	28	5	0	14	3	0	6	10	0	5	14	0
463		Degaon	28	15	0	14	8	0	7	3	12	0	6	1
472		Wardha Jn.	29	8	3	14	12	3	7	3	14	0	6	2
		From Wardha Jn.												
482		Sonaigaon	1	1	0	0	8	0	0	3	0	0	2	0
490		Hingnghat	2	0	0	1	0	0	0	7	0	0	3	6
—		Nagri	2	15	0	1	7	0	0	10	0	0	5	0
—		Warora	4	4	0	2	2	0	0	15	0	0	8	0
		From Bombay.												
480		Paunar	30	0	0	15	0	0	7	6	0	6	4	0
491		Sindi	30	11	0	15	6	0	7	2	0	6	6	0
503		Bori	31	7	0	15	12	0	7	4	0	6	9	0
513		Kapri	32	1	0	16	1	0	7	6	0	6	11	0
520		Nagpur (*p.* 384	32	8	0	15	4	0	7	8	0	6	12	0
1		Duskera	17	9	0	8	13	0	4	6	0	3	11	0
286		Sáuda	17	14	0	8	15	0	4	8	0	3	12	0
292		Nimbora	8	4	0	9	2	0	4	9	0	3	13	0
298		Ráver	18	10	0	9	5	0	4	11	0	3	14	0
304		Khanatpur	19	0	0	9	8	0	4	12	0	3	15	0
310		Burhánpur	19	6	0	9	11	0	4	14	0	4	1	0
316		Chulkan	19	12	0	9	14	0	4	15	0	4	2	0
322		Chandi (for Asi-	20	2	0	10	1	0	5	1	0	4	3	0
330		Mándwa [rgarh	20	10	0	10	5	0	5	3	0	4	5	0
339		Dongargáon	21	3	0	10	10	0	5	5	0	4	7	0
345		Bagmar	21	10	0	10	13	0	5	7	0	4	8	0
353		Khandwa (*For Holkar State* [*Line, see p.* 387	22	1	0	11	1	0	5	8	0	4	10	0
358		Shahada	22	6	0	11	3	0	5	10	0	4	11	0
363		Talvadya	22	11	0	11	6	0	5	11	0	4	12	0
369		Khaigaon	23	1	0	11	9	0	5	12	0	4	13	0
374		Bir	23	6	0	11	11	0	5	14	0	4	14	0
381		Singaji	23	13	0	11	15	0	5	15	0	4	15	0
386		Harsud	4	2	0	12	1	0	6	1	0	5	0	0
397		Khirkiàn	24	13	0	12	7	0	6	3	0	5	3	0
405		Bhiringi	25	5	0	12	11	0	6	5	0	5	4	0
417		Harda	26	1	0	13	1	0	6	8	0	5	7	0
425		Timarni	26	9	0	13	5	0	6	10	0	5	9	0
434		Pagdhál	27	2	0	13	9	0	6	13	0	5	10	0
443		Sioni	27	11	0	13	14	0	6	15	0	5	12	0
448		Dharam Kundi	28	0	0	14	0	0	7	0	0	5	13	0
456		Dularia	28	8	0	14	4	0	7	2	0	5	15	0
464		Itársi Junction	29	0	0	14	8	0	7	4	0	6	1	0
470		Rámpur	29	6	0	14	11	0	7	6	0	6	2	0
480		Bágra	30	0	0	15	0	0	7	8	0	6	4	0
488		Semri	30	8	0	15	4	0	7	10	0	6	6	0
494		Sohágpur	30	14	0	15	7	0	7	12	0	6	7	0
505		Piparia (fr Pach-	31	9	0	15	13	0	7	14	0	6	9	0
517		Bankeri [marhi]	32	5	0	16	3	1	8	1	0	6	12	0
527		Bábai	32	15	0	16	8	0	8	4	0	6	14	0
536		Gádarwara	33	8	0	16	12	0	8	6	0	7	0	0
544		Bohání [gor]	34	0	0	17	0	0	8	8	0	7	1	0
554		Kareli (for Sau-	34	10	0	17	5	0	8	11	0	7	3	0
564		Narsinghpur	35	4	0	17	10	0	8	13	0	7	6	0
573		Karak Bel	35	13	0	17	15	0	8	15	0	7	7	0
583		Chindwara	36	7	0	18	4	0	9	2	0	7	10	0
590		Satari	36	14	0	18	7	0	9	4	0	7	11	0
597		Shahpura	37	5	0	18	11	0	9	5	0	7	12	0
606		Mirganj (for Marble Rocks)	37	14	0	18	15	0	9	8	0	7	14	0
610		Mohania	38	2	0	19	1	0	9	9	0	7	15	0
616		Jabalpur (*Allahabad, p.* 321)	38	8	0	19	4	0	9	10	0	8	0	0

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AHMEDABAD, AJMERE, AGRA, and DELHI.—Rajputana-Malwa.

Miles.	DOWN.	Fares. 1st class	2nd class.	3rd class. mail.	3rd class. mixd
	From Bombay, Borada, and Cen. India, p. 386.	R. A.	R. A.	R. A	R. A.
—	Ahmedabad	...	...	...	...
4	Sabarmati Junction ..	0 6	0 3	0 1	0 1
10	Khodiar	0 15	0 8	0 2	0 2
16	Kalal	1 8	0 12	0 4	0 3
27	Dangarwa	2 8	1 4	0 6	0 5
36	Jagudan	3 6	1 11	0 8	0 6
43	Mehsana	4 0	2 0	0 10	0 7
49	Bhandu	4 10	2 4	0 11	0 8
56	Unjha	5 4	2 10	0 12	0 9
64	Siddhpur	6 0	3 0	0 14	0 11
72	Chhapi	6 12	3 6	1 0	0 12
83	Palanpur	7 12	3 14	1 2	0 14
90	Chitrasmi	8 8	4 4	1 4	0 15
96	Sarotri	9 0	4 8	1 5	1 0
104	Roho	9 12	4 14	1 7	1 1
115	Abu Road	11 0	5 6	1 9	1 3
121	Kivarli	11 0	5 10	1 11	1 4
131	Rohera	12 0	6 2	1 13	1 6
136	Banas	13 0	6 6	1 14	1 7
143	Pindwara	13 0	6 12	1 15	1 8
153	Nana	14 0	7 2	2 1	1 10
166	Erinpura Road	16 0	7 12	2 4	1 12
177	Kadalu	17 0	8 4	2 6	1 14
186	Rani	17 0	8 12	2 8	1 15
195	Jawali	18 0	9 2	2 10	2 0
204	Bhimalaya	19 0	9 10	2 12	2 2
212	Ana	20 0	10 0	2 14	2 4
218	Johdpore Junction	20 0	10 0	2 14	2 4
223	Dhareshar	21 0	10 0	3 0	2 6
231	Sujat Road	22 0	11 0	3 2	2 6
240	Chandawal	23 0	11 0	3 2	2 8
247	Gorial	23 0	12 0	3 4	2 10
251	Haripur	24 0	12 0	3 4	2 10
264	Sendra	25 0	12 0	3 8	2 12
272	Beawar	26 0	13 0	3 10	2 14
282	Kharwa	26 0	13 0	3 10	3 0
289	Mangaliawas	27 0	14 0	3 12	3 0
295	Saradhna	28 0	14 0	3 14	3 2
305	Ajmere J. *(see p.* 387.)	29 0	14 0	4 0	3 2
313	Ladpura	29 0	15 0	4 2	3 4
323	Kishengurh	30 0	15 0	4 2	3 6
329	Tilaunia	31 0	15 0	4 4	3 6
336	Sali	32 0	16 0	4 6	3 8
348	Naraina	33 0	16 0	4 8	3 10
354	Phalera Junction	33 0	17 0	4 10	3 12
359	Sambhar	34 0	17 0	4 10	3 12
364	Gudha	34 0	17 0	4 10	3 12
374	Kuchawan Road	35 0	18 0	4 12	3 14
366	Asalpur	34 0	17 0	4 12	3 14
377	Dhankia	35 0	18 0	4 14	3 14
389	Jeypore	36 0	18 0	5 0	4 0
395	Sanganer	37 0	19 0	5 0	4 2
403	Kanauta	38 0	19 0	5 2	4 4
409	Basi	38 0	19 0	5 4	4 4
413	Jir	...	...	...	...
419	Jatwara	39 0	20 0	5 6	4 6
427	Dausa	40 0	20 0	5 6	4 8
433	Bhankri	...	...	...	...
438	Arnu	41 0	21 0	5 8	4 10
445	Bandikui Junction	42 0	21 0	5 10	4 10

Miles.	DOWN—*Continued.*	Fares. 1st class.	2nd class	3rd class. mail.	3rd class. mixd
	Bandikui Junction	R. A.	R. A.	R. A.	R. A.
452	Baswa	42 0	21 0	5 10	4 12
460	Rajgarh	43 0	22 0	5 12	4 12
470	Malakhera	44 0	22 0	5 14	4 14
482	Ulwur	45 0	23 0	6 0	5 0
491	Parisil	46 0	23 0	6 2	5 2
499	Khairthal	47 0	23 0	6 2	5 4
—	Harsauli	...	...	...	...
511	Ajeraka	48 0	24 0	6 4	5 6
519	Bawal	49 0	24 0	6 6	5 6
528	Rewari	50 0	25 0	6 8	5 8
		From Rewari.			
11	Jatusana	1 1	0 8½	0 2½	0 1½
17	Kosli	1 10	0 12½	0 4½	0 2½
26	Jharli	2 8	1 4	0 6½	0 4½
35	Charkhi Dadri	3 4	1 10	0 8½	0 5½
43	Manheru	4 0	2 0	0 10½	0 7½
52	Bhiwani	4 14	2 8	0 13	0 8½
63	Bawani Khera	5 14	3 0	0 15½	0 10½
74	Hansi	7 0	3 8	1 3	0 12½
82	Satrand	7 12	3 14	1 5	0 13½
89	Hissar	8 6	4 2	1 6	0 14½
		From Ahmedabad.			
535	Khalilpur	50 0	25 0	6 8	5 10
542	Jataoli	51 0	25 0	6 10	5 10
554	Garhi Harsaru	52 0	26 0	6 12	5 12
562	Farukhnagar	53 0	26 0	6 12	5 14
560	Gurgaon	53 0	26 0	6 12	5 14
569	Palaru *(&c., p.* 394.)	53 0	27 0	6 14	5 14
580	Delhi *(To Lahore,*	54 0	27 0	7 0	6 0
—	Bandikui Junction	...	...	...	...
454	Biwai	43 0	21 0	5 10	4 12
—	Rampura	...	...	...	...
465	Hindon Road	44 0	22 0	5 12	4 14
470	Ghosrana	...	...	...	...
477	Kherli	45 0	22 0	5 14	5 0
487	Nadbai	46 0	23 0	6 0	5 2
498	Helak	47 0	23 0	6 2	5 4
505	Bhurtpore	47 0	24 0	6 4	5 4
512	Ikrau	48 0	24 0	6 4	5 6
Mathra Branch.	*Fm. Hathras, see below.*	From Muttra.			
—	Muttra	...	...	...	...
8	Bhainsa	0 12	0 6	...	0 2
15	Perkham	1 7	0 12	...	0 3
		From Ahmedabad.			
522	Achnera	49 0	24 0	6 6	5 8
532	Bichpuri	50 0	25 0	6 8	5 8
537	Agra Cantonment	50 0	25 0	6 8	5 10
538	Agra Fort *(page* 390)	50 0	25 0	6 8	5 10

NORTH-WEST PROVINCES LIGHT. Hathras Section.

Miles.	*From Calcutta, &c., see page* 390.	Fares. 1 class.	2 class.	3 class.
	Hathras Road	R. A. P.	R. A. P.	R. A. P.
6	Hathras City	0 8 0	0 4 0	0 1 0
13	Mursan	1 0 0	0 8 0	0 2 3
18	Sarupa	1 8 8	0 11 0	0 3 0
23	Rayah	1 12 0	0 14 0	0 3 9
29	Muttra *(see above)*	2 12 0	1 8 0	0 5 0

EAST INDIAN.

Miles.	Up.	Fares from HOWRAH. 1st class. R. A. P.	2nd class. R. A. P.	Intermedite class. R. A. P.	3rd class. R. A. P.
—	Howrah				
6	Bally	0 9 0	0 4 6	0 2 3	0 1 3
9	Connaghur	0 13 6	0 6 9	0 3 6	0 2 0
12	Serampore	1 2 0	0 9 0	0 4 6	0 2 6
14	Sarafooly	1 5 0	0 10 6	0 5 3	0 3 0
15	Biddabatty	1 6 6	0 11 3	0 5 9	0 3 3
18	Bhuddeshur	1 11 0	0 13 6	0 6 9	0 3 9
21	Chandernagore	1 15 6	0 15 9	0 8 0	0 4 6
24	Hooghly	2 4 0	1 2 9	0 9 0	0 5 0
27	Trishbiga	2 8 6	1 4 3	0 10 3	0 5 9
29	Mugrah	2 11 6	1 5 9	0 11 0	0 6 0
35	Khanyan	3 4 6	1 10 3	0 13 3	0 7 3
38	Pundooah	3 9 0	1 12 6	0 14 3	0 8 0
44	Boinchee	4 2 0	2 1 0	1 0 6	0 9 3
51	Mymaree	4 12 6	2 6 3	1 3 3	0 10 9
59	Saktecghur	5 8 0	2 12 3	1 6 3	0 12 3
67	Burdwan *(see p. 391)*	6 4 6	3 2 3	1 9 3	0 14 0
75	Khana Junction *(Loop Line)*	7 0 6	3 8 3	1 12 3	0 15 9
90	Mancoor	8 7 0	4 3 6	2 1 9	1 2 9
97	Panceghur	9 1 6	4 8 9	2 4 6	1 4 3
101	Rajbundi	9 7 6	4 11 9	2 6 0	1 5 0
106	Doorgapore	9 15 0	4 15 6	2 7 9	1 6 0
116	Undal	10 14 6	5 7 0	2 11 6	1 8 3
121	Raneegunge	11 5 6	5 10 9	2 13 6	1 9 3
123	Serasole				
124	Neemcha				
132	Asensole	12 6 0	6 3 0	3 1 6	1 11 6
138	Seebrampore	12 15 0	6 7 6	3 3 9	1 12 9
	Seebrampore				
143	Burrakur	13 6 6	6 11 3	3 5 9	1 13 9
148	Maijam	13 14 0	6 15 6	3 7 6	1 14 9
157	Jamtara	14 11 6	7 5 9	3 11 0	2 0 9
168	Khurmatar	15 12 0	7 14 0	3 15 0	2 3 0
183	Mudapur	17 2 6	8 9 3	4 4 9	2 6 3
—	Mudapur				
191	Jagadispur	17 14 6	8 15 3	4 7 9	2 7 9
200	Mohermunda	18 12 0	9 6 0	4 11 0	2 9 9
206	Giridi (Kurhurbar)	19 5 0	9 10 6	4 13 3	2 9 9
211	Baidyanath [ballee	18 13 6	9 6 9	4 11 6	2 10 0
232	Simultala	20 5 6	10 2 9	5 1 6	2 13 3
238	Nawadi	21 6 0	10 11 0	5 5 6	2 15 6
235	Ghidhaur	22 0 6	11 0 3	5 5 3	3 1 0
254	Jamui	22 14 6	11 7 0	5 11 6	3 2 9
254	Mamanpore *(Line)*	23 13 0	11 14 6	5 15 3	3 5 0
263	Luckieserai *(Loop)*	24 9 0	12 4 6	6 2 3	3 6 6
271	Burhea *(Line, p. 391)*	25 6 6	12 11 3	6 5 9	3 8 6
282	Mokameh *(Tirhoot)*	26 7 0	13 3 6	6 9 9	3 10 9
299	Barh	28 0 6	14 0 3	7 0 3	3 14 3
310	Bucktearpore	29 1 0	14 8 6	7 4 3	4 0 6
319	Khusrupur				
324	Futwah	30 6 0	15 3 0	7 7 6	4 3 6
332	Patna (City)	31 2 0	15 9 0	7 12 6	4 5 3
338	Bankipore (Patna)	31 11 0	15 13 6	7 14 9	4 6 6
344	Dinapore [Civ. Sta.]	32 4 0	16 2 0	8 1 0	4 7 9
355	Bihta	33 4 6	16 10 3	8 5 3	4 10 0
360	Koelwar	33 12 0	16 14 0	8 7 0	4 11 0
368	Arrah	34 8 0	17 4 0	8 10 0	4 12 9
382	Beehea	35 13 0	17 14 6	8 15 3	4 15 6
391	Rogoonathpore	36 10 6	18 5 3	9 2 9	5 1 6
401	Doomraon	37 9 6	18 12 9	9 6 6	5 3 6
411	Buxar	38 8 6	19 4 3	9 10 3	5 5 9
418	Chowsa	39 3 0	19 9 6	9 12 9	5 7 6
424	Guhmer	39 12 0	19 14 6	9 15 0	5 8 3
433	Dildernugger	40 9 6	20 4 9	10 2 6	5 10 3
442	Zumaneah	41 7 0	20 11 6	10 5 9	5 12 0

Miles from Howrah.	Up—*Continued.*	Fares from HOWRAH. 1st class. R. A. P.	2nd class. R. A. P.	Intermedite class. R. A. P.	3rd class. R. A. P.
450	Dheena	42 3 0	21 1 6	10 8 9	5 13 9
458	Sukuldeah	42 15 0	21 7 6	10 11 9	5 15 6
469	Mogul Serai	43 15 6	21 15 9	11 0 0	6 1 9
—	Mogul Serai				
475	Benares *(p. 393.)*	44 8 6	22 4 3	11 2 3	6 3 0
478	Ahrowra Road	44 13 0	22 6 6	11 3 3	6 3 6
489	Chunar	45 13 6	22 14 9	11 7 6	6 6 0
499	Puharee	46 12 6	23 6 3	11 11 3	6 8 0
509	Mirzipore	47 11 6	23 13 9	11 15 0	6 10 9
521	Gaepoora	48 13 6	24 6 9	12 3 6	6 12 6
530	Nuwaee	49 11 0	24 13 6	12 6 9	6 14 6
541	Sirsa Road	50 11 6	25 5 9	12 11 0	7 0 9
553	Kurchuna	51 13 6	25 14 9	12 15 6	7 3 3
560	Nynee *(Bulpre p.391)*	52 8 6	26 4 0	13 2 0	7 4 9
565	Allahabad *(For Jubbulpore, see p. 391)*	52 14 0	26 7 0	13 3 6	7 5 6
575	Manowree	53 14 6	26 15 3	13 7 6	7 7 9
588	Bharwaree	55 2 0	27 9 0	13 12 6	7 10 6
600	Sirathoo	56 4 6	28 2 0	14 1 0	7 13 6
616	Khaga	57 12 0	28 14 0	14 7 0	8 0 3
624	Berhampore	58 8 0	29 4 0	14 10 0	8 2 0
637	Futtehpore	59 11 6	29 13 9	14 15 6	8 4 9
647	Mulwah	60 10 6	30 5 3	15 2 9	8 6 9
656	Mohar	61 8 0	30 12 0	15 6 0	8 8 9
664	Kurbikhwan	62 4 0	31 2 0	15 9 0	8 10 3
671	Sirscul *[Rohilcund 393]*	62 14 6	31 7 3	15 11 9	8 11 9
684	Cawnpore *(Oudh &c.)*	64 2 6	32 1 6	16 0 6	9 1 6
693	Bhowpore	65 7 6	32 11 6	16 5 9	9 1 6
711	Roorah	66 10 6	33 5 3	16 10 9	9 4 3
723	Jheenjuk	67 12 6	33 14 3	16 15 3	9 6 9
735	Patteoond	68 14 6	34 7 3	17 3 9	9 9 3
746	Utchulda	69 15 6	34 15 6	17 7 9	9 11 6
758	Burna	71 1 6	35 8 6	17 12 3	9 14 0
770	Etawah	72 3 0	36 1 6	18 0 9	10 0 6
780	Jushwuntnuggur	73 2 0	36 9 0	18 4 6	10 2 6
792	Badan	74 4 0	37 2 0	18 9 0	10 5 0
803	Shekoabad	75 7 6	37 11 9	18 14 6	10 7 9
817	Ferozabad	76 9 6	38 4 9	19 2 6	10 10 3
827	Toondla Junction	77 8 6	38 12 3	19 6 3	10 12 3
—	Toondlaj [&c. 389]				
843	Agra Fort *(Jeypre Cantonment)*	79 0 6	39 8 3	19 12 3	10 15 9
		79 2 3	39 9 0	19 12 6	10 15 9
851	Bhandia	79 14 3	39 15 0	19 15 6	11 1 6
860	Syean	80 11 9	40 5 9	20 3 0	11 3 6
869	Manai	81 9 3	40 12 6	0 6 3	11 5 3
877	Dholpur	82 5 3	41 2 6	20 9 3	11 7 0
886	Hetampur	83 1 3	41 8 6	20 12 3	11 8 6
895	Sikarpur	83 14 9	41 15 3	20 15 9	11 10 6
906	Bammor	84 15 0	42 7 9	21 3 9	11 12 9
917	Morar Road	85 15 9	42 15 9	21 7 9	11 15 0
919	Gwalior	86 2 9	43 1 3	21 8 1	11 15 6
836	Burhan	78 6 0	39 3 0	19 9 6	10 14 3
845	Jaleysur Road	79 3 6	39 9 9	19 13 0	11 0 0
857	Hathras Rd. *(p. 389)*	80 5 6	40 2 9	20 1 6	11 2 6
867	Palee *[Rohilkund 393]*	81 4 6	40 10 3	20 5 3	11 4 9
876	Allyghur *(Oudh and Rohilcund)*	82 2 6	41 1 6	20 8 6	11 6 6
889	Somna	83 5 6	41 10 9	20 13 6	11 9 3
903	Khoorjah [hur Rd	84 10 6	42 5 3	21 2 9	11 12 3
912	Chola (Bolundshur	85 8 6	42 12 0	21 6 0	11 14 0
920	Secundrabad	86 4 0	43 2 0	21 9 0	11 15 9
931	Dadree *[Lines p. 394]*	87 4 6	43 10 3	21 13 3	12 2 0
942	Gazeeabad *(Punjab)*	88 5 6	44 2 6	22 2 1	12 4 3
950	Delhi—Shahdera	89 1 0	44 8 6	22 4 3	12 6 0
954	Delhi *(To Lahore &c. Moolton, see p. 394.)*	89 7 0	44 11 6	22 5 9	12 6 9

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EAST INDIAN.—Loop Line.

☞ Madras time kept (Thirty-three minutes behind Calcutta time).

Miles	Up	Fares from HOWRAH. 1st class.	2nd class.	Intermediate	3rd class.
		R. A. P.	R. A. P.	R. A. P.	R. A. P.
—	Howrah				
67	Burdwan	6 4 6	3 2 3 1	9 3	0 14 0
75	Kanoo Junction	7 0 6	3 8 3 1	12 3	0 15 9
87	Gooshkarah	8 2 6	4 1 3 2	0 9	1 2 3
94	Beddiah	8 13 0	4 6 6 2	3 3	1 3 6
99	Bhulpore	9 4 6	4 10 3 2	5 3	1 4 9
111	Ahmoodpore	10 6 6	5 3 3 2	9 9	1 7 3
119	Cynthea	11 2 6	5 9 3 2	12 9	1 8 9
129	Mullarpore	12 1 6	6 0 9 3	0 6	1 11 0
133	Rampore Haut	12 12 0	6 6 0 3	3 0	1 12 3
145	Nulhattee *(Azmgn*	13 9 6	6 12 9 3	6 6	1 14 3
155	Mooraroee *(side)*	14 8 6	7 4 3 3	10 3	2 0 3
163	Rajgowan	15 3 0	7 9 6 3	12 9	2 1 9
169	Pakowr	15 13 6	7 14 9 3	15 6	2 3 3
177	Beejapore	16 9 6	8 4 9 4	2 6	2 5 0
185	Bahawa	17 5 6	8 10 9 4	5 6	2 6 6
195	Teenpahar	18 4 6	9 2 3 4	9 3	2 8 9
—	Teenpahar				
202	Rajmahal	18 15 0	9 7 6 4	11 9	2 10 6
210	Maharajpore	19 11 0	9 13 6 4	14 9	2 11 9
219	Sahibgunge	20 8 6	10 4 3 5	2 3	2 13 9
233	Peerpointee	21 13 6	10 14 9 5	7 6	3 0 6
245	Colgong	22 15 6	11 7 9 5	12 0	3 3 0
252	Ghogah	23 10 0	11 13 0 5	14 6	3 4 6
265	Bhaugulpore	24 13 6	12 6 9 6	3 6	3 7 3
280	Sultangunge	26 4 6	13 2 0 6	9 0	3 10 3
291	Burriarpore	27 4 6	13 10 3 6	13 3	3 12 9
291	Jumalpore	27 4 6	13 10 3 6	13 3	3 12 9
—	Jumalpore				
297	Monghyr	27 13 6	13 14 9 6	15 6	3 14 0
284	Durrarah	26 10 0	13 5 0 6	10 6	3 11 3
273	Kujrah [*Line p.* 390	25 9 6	12 12 9 6	6 6	3 9 0
262	Luckieserai *(Main*	24 9 0	12 4 6 6	2 3	3 6 6
271	Burhea *[see side,)*	25 6 6	12 11 3 6	5 9	3 8 6
282	Mokameh *(Tirhoot,*	26 7 0	13 3 6 6	9 9	3 10 9

EAST INDIAN.—Jubbulpore Extension.

Miles	Up. *From Main Line, see page* 390.	Fares from ALLAHABAD. 1st class.	2nd class.	Intermed'te	3rd class.
		R. A. P.	R. A. P	R. A. P	R. A. P.
—	Allahabad				
5	Nynee	0 7 6	0 3 9 0	2 0 0	1 0
14	Jusra	1 5 0	0 10 6 0	5 3 0	3 0
28	Seorajpore	2 10 0	1 5 0 0	10 6 0	5 9
38	Burgurh	3 9 0	1 12 6 0	14 3 0	8 0
48	Dabourah	4 8 0	2 4 0 1	2 0 0	10 0
62	Manickpore*	5 13 0	2 14 6 1	7 3 0	13 0
72	Markoondee	6 12 0	3 6 0 1	11 0 0	15 0
85	Mujgowan	7 15 6	3 15 9 2	0 0 1	1 9
98	Jetwar	9 3 0	4 9 6 2	4 9 1	4 6
110	Sutna	10 5 0	5 2 6 2	9 3 1	7 0
123	Ucharah	11 8 6	5 12 3 2	14 3 1	9 9
132	Myhere	12 6 0	6 3 0 3	1 6 1	11 6
149	Undarrah	13 15 6	6 15 9 3	8 0 1	15 0
161	Jokhye	15 1 6	7 8 9 3	12 6 2	1 9
171	Kutnee	16 0 6	8 0 3 4	0 3 2	3 9
189	Sleemanabad Road	17 11 6	8 13 9 4	7 0 2	7 6
204	Sehora Road	19 2 0	9 9 0 4	12 6 2	10 6
217	Deoree [*see page* 388)	20 5 6	10 2 9 5	1 6 2	13 0
228	Jubbulpore *(Bombay*	21 6 0	10 11 0 5	5 6 2	15 6

* Station for Chitra Kot and Kirwee

NULHATTEE STATE LINE. Nulhattee to Azimgunge.

Mls	Up. *Fm Calcutta, &c., p.* 390	Fares. 1st clss. R.A.P.	2nd clss. R.A.P.	3rd clss. R.A.P.
—	Nulhattee			
4	Takeepur	0 6 0	0 2 0	0 1 0
8	Nowada	0 12 0	0 4 0	0 2 0
12	Bokhara	1 3 6	0 6 6	0 3 3
17	Sagordighee	1 9 6	0 8 6	0 4 3
21	Sahapoor	1 15 6	0 10 6	0 5 3
27	Azimgunge *	2 10 0	0 14 0	0 7 0

*Station for Moorshedabad, Berhampore, Jeagunge, Pogwangolah, Dinajpore, &c.

TIKHOOT (state).

Miles frm Mokameh	*From East Indian, see page* 390, *and side*	Fares from MOKAMEH 1st class. R.A.P.	2nd class. R.A.P.	3rd class. R.A.P.
	Mokameh (E. I. R.)			
	,, Ghat			
	,, (T.S.R. Steamer)			
10	Semuriah Ghat (Train)	0 15 0	0 8 0	0 2 0
14	Baroo	1 5 0	0 11 0	0 3 0
26	Begumsarai	2 7 0	1 4 0	0 5 0
33	Dalsinghsarai	3 2 0	1 9 0	0 7 0
42	Ujiarpur	3 15 0	2 0 0	0 9 0
48	Somastipore Junction	4 8 0	4 4 0	0 10 0
54	Kishanpur	5 1 0	2 9 0	0 11 0
61	Bilaspur	5 12 0	2 14 0	0 13 0
71	Durbhunga	6 11 0	3 5 0	0 15 0
79	Tarsaria	7 7 0	3 11 0	1 0 0
83	Sakri	7 13 0	3 14 0	1 1 0
87	Manigachi	8 3 0	4 1 0	1 2 0
95	Jhanjharpur	8 15 0	4 7 0	1 4 0
56	Wini (for Tajpore and Poosah)	5 4 0	2 10 0	0 12 0
64	Doolee (late Sakra)	6 0 0	3 0 0	0 13 0
72	Maniari	6 12 0	3 6 0	0 15 0
80	Mozufferpore	7 8 0	3 12 0	1 2 0
88	Kantim	8 4 0	4 2 0	1 2 0
96	Motipur	9 0 0	4 8 0	1 4 0
104	Maisi	9 12 0	4 14 0	1 6 0
109	Bara	10 4 0	5 2 6	1 7 0
116	Pipra	10 14 0	5 7 0	1 8 0
124	Tukrawlia	11 10 0	5 13 0	1 10 0
129	Motiharee	12 2 0	6 1 0	1 11 0

CAWNPORE and FARUKHABAD.

Mls.		Fares From FARUKHABAD. R. A. P.	R. A. P.	R. A. P.
—	Farukhabad	0 4 0	0 2 0	0 0 6
3	Fatehgurh Cant	0 7 0	0 4 0	0 1 0
7	Yukutganj	0 12 0	0 8 0	0 1 3
11	Kamalganj	0 12 0	0 8 0	0 1 9
16	Khodaganj	1 12 0	1 0 0	0 2 9
23	Gursahaiganj	1 12 0	1 0 0	0 3 9
26	Jalalabad	2 4 0	1 4 0	0 4 3
29	Josorah	2 4 0	1 4 0	0 4 9
33	Makranagr	3 0 0	1 8 0	0 6 3
37	Sarai Miran	3 0 0	1 8 0	0 6 3
43	Gangoapur	3 8 0	1 14 0	0 7 3
46	Araul	3 8 0	1 14 0	0 7 9
52	Bilhaur	4 0 0	2 2 0	0 8 9
57	Doarsalar	4 12 0	2 8 0	0 9 6
60	Pura	4 12 0	2 8 0	0 10 0
64	Burrajpur	5 0 0	2 10 0	0 10 9
68	Manpur	5 8 0	3 0 0	0 11 3
71	Chaubepur	5 8 0	3 0 0	0 11 9
75	Mandhana	5 12 0	3 2 0	0 12 6
79	Kalianpur	6 4 0	3 4 0	0 13 3
82	Rawatpur	6 12 0	3 10 0	0 13 9
86	Cawnpore (*p.* 3.0.)	6 12 0	3 10 0	0 14 6
87	Cawnpore Ci y			

EAS ERN BENGAL.

Agei ,Franklin Prestage.

Miles.	Up.	Fares. 1st class		2nd class		3rd class		4th class	
		R.	A. P.	R.	A. P.	R.	A. P.	R.	A. P.
—	Calcutta	0	4 0	0	2 0	1	6 0	1	0 0
4½	Dum-Dum	0	7 0	0	3 0	2	9 0	1	9 0
7	Balg'urriah	0	7 0	0	3 0	2	9 0	1	9 0
10	Sodepore	0	10 0	0	5 0	3	9 0	2	6 0
11	Khurdah	0	11 0	0	5 0	4	3 0	2	9 0
12	Tittaghur	0	13 0	0	6 0	5	0 0	3	3 0
14	Barrackpore	0	14 0	0	7 0	0	5 3 0	3	6 0
17	Echhapore	1	1 0	0	8 0	0	6 6 0	4	3 0
18	Samnuggur	1	3 0	0	9 0	0	7 2 0	4	9 0
23	Nyehattee	1	8 0	0	12 0	0	9 0 0	6	0 0
28	Kanchrapara	1	12 0	0	14 0	0	10 6 0	7	0 0
33	Muduntor	2	1 0	1	0 0	0	13 6 0	8	3 0
38	Chogdah	2	6 0	1	3 0	0	16 4 0	9	6 0
45	Ranaghat	2	13 0	1	6 0	1	1 0 0	11	3 0
55	Magergram	3	8 0	1	12 0	1	5 0	0	14 0
60	Gopolnugar	3	13 0	1	14 0	1	7 0	0	15 0
66	Bongong	4	3 0	2	1 0	1	9 3	1	0 9
51	Arrunghatta	3	3 0	1	9 0	1	2 3	0	12 9
57	Buggoolah	3	10 0	1	13 0	1	5 3	0	14 6
65	Kissengunge	4	1 0	2	0 0	1	8 3	1	0 3
74	Ramnuggur	4	11 0	2	5 0	1	12 3	1	2 9
78	Joyrampore	4	14 0	2	7 0	1	13 3	1	3 6
83	Chooadanga	5	4 0	2	10 0	1	15 3	1	5 0
89	Munshigunge	5	9 0	2	12 0	2	1 3	1	6 3
93	Allumdanga	5	13 0	2	14 0	2	3 3	1	7 3
98	Halsa	6	3 0	3	1 0	2	5 3	1	8 9
102	Poradaha	6	7 0	3	3 0	2	6 3	1	9 9
109	Mirpur	7	0 0	3	8 0	2	9 3	1	11 0
116	Damookdeah	7	10 0	3	13 0	3	2 11	1	12 6
117	Jagotee Junction	6	11 0	3	6 0	2	8 3	1	10 3
112	Kooshtea	7	0 0	3	8 0	2	10 0	1	12 0
119	Comercolly	7	8 0	3	12 0	2	13 0	1	14 0
124	Koksa	7	12 0	3	14 0	2	14 0	1	15 0
132	Pangsa	8	4 0	4	2 0	3	1 3	1	8 3
139	Belgachhee	8	12 0	4	6 0	3	4 3	2	3 0
146	Rajbaree	9	3 0	4	9 0	3	7 3	2	4 3
154	Goalundo	9	10 0	4	13 0	3	9 9	2	6 6

RANGOON and IRRAWADDY VALLEY (State).

Mls.		Fares. 1 cl.		2 cl.		3 cl.	
		R.	A.	R.	A.	R.	A.
—	Rangoon	0	10	0	5	0	2
3	Kemmendine	0	10	0	10	0	4
9	Insein	1	4	0	15	0	6
17	Hlawga	1	14	0	15	0	6
24	Hmawbhee	2	8	1	4	0	8
29	Wahuckchong	3	2	1	9	0	10
41	Teik-gyce	3	2	1	9	0	10
51	Phalon	...		...		...	
56	Ok-kan	3	12	1	14	0	12
66	Thonhsay	4	6	2	3	0	14
68	Tharrawaddy	5	0	2	8	1	0
77	Leppadan	5	0	2	8	1	2
85	Tsitquin	5	10	2	13	1	4
91	Menghla	6	4	3	2	1	0
95	Othegon	...		...		...	
101	Ot-Pho	6	14	3	7	1	6
108	Gyobingonk	7	8	3	12	1	8
115	Zeegon	8	2	4	1	1	10
124	Nathalin	8	12	4	6	1	12
129	Poungdaw	9	6	4	11	1	14
136	Rhuddeegong	10	0	5	0	2	0
141	Thaigon	10	10	5	5	2	2
149	Simmlsway	11	4	5	10	2	4
155	Mosa	11	14	5	15	2	6

CALCUTTA, SILLIGURI, and DARJEELING.

Miles.	Up. * Steam Ferry.	Fares from Damookdea. 1st class		2nd class		Inter. class		3rd class	
		R.	A. P.	R.	A. P.	R.	A. P.	R.	A. P.
—	Seakdah	7	10 6	3	13 3	2	11 9	1	12 6
—	Damookdea								
—	Damookdea *								
—	Sara Ghat *	1	4 0	0	12 0	0	6 0	0	3 0
—	Do. Train	...		...		...		...	
9	Gopalpur	2	1 6	1	2 9	0	9 6	0	5 0
16	Malanchi	2	12 0	1	8 0	0	13 0	0	6 3
24	Nattore	3	8 0	1	14 0	0	15 0	0	8 0
33	Madanagar	4	5 6	2	4 0	1	2 6	0	10 0
38	Atrai	4	14 6	2	9 0	1	4 9	0	11 3
47	Raninagar	5	10 6	2	15 3	1	7 9	0	12 9
51	Sultanpur	6	2 0	3	3 0	1	9 6	0	13 9
63	Nawabganj	7	2 6	3	11 3	1	13 9	0	15 0
72	Jaipur	8	0 0	4	2 0	2	1 0	1	2 0
85	Hillee	9	3 6	4	11 0	2	6 0	1	4 9
93	Birampur	9	15 6	5	1 0	2	9 0	1	6 6
100	Phulbari	10	10 0	5	7 0	3	0 11	1	7 9
111	Parbatipur	11	1 0	5	15 0	3	3 15	1	10 3
120	Bardarganj	12	8 0	6	6 0	3	3 0	1	12 0
126	Shampur	13	1 0	6	10 0	3	6 3	1	13 3
134	Rungpore	13	13 0	7	0 0	3	8 3	1	15 0
144	Kawnea	14	13 6	7	8 0	3	9 12	1	16 3
120	Saidpur	12	9 0	6	6 0	3	3 0	1	12 3
128	Darwani	13	4 0	6	13 0	3	6 0	1	13 9
133	Niephamari	13	11 6	6	15 0	3	8 0	1	14 9
143	Domer	14	10 0	7	7 0	3	13 11	1	16 0
153	Chilahati	15	9 0	7	14 0	3	15 0	2	0 0
159	Haldibari	16	4 0	8	4 0	4	2 0	2	4 3
173	Jalpaiguri	17	7 6	8	13 0	4	4 8	2	7 0
183	Silikarpur	18	6 6	9	5 0	4	10 0	2	9 3
196	Silliguri	19	10 0	9	15 0	4	15 0	2	11 9
		From SILLIGURI.							
7	Sookna	2	10 0	1	5 0			0	8 9
16	Choonbutty								
18	Teendaria	6	12 3	3	6 0			1	6 6
22	Gyabari	8	4 0	4	2 0			1	11 6
25	Mabanuddy								
30	Kursioug	11	4 0	5	10 0			2	5 6
49	Sodana	15	0 0	7	8 0			3	2 0
46	Ghoom	17	4 0	8	10 0			3	9 6
50	Darjeeling	18	12 0	9	6 0			3	14 6

CALCUTTA and SOUTH EASTERN (State Line).

Miles.	Down.	Fares. 1st class		2nd class		3rd class	
		R.	A. P.	R.	A. P.	R.	A. P.
—	Calcutta	...		...		...	
3	Ballygunge	0	4 6	0	2 3	0	0 9
4	Dhakurea	...		...		...	
5	Jadupur	0	7 6	0	3 9	0	1 3
8	Gurreah	0	12 0	0	6 0	0	2 0
10	Sonarpore	0	15 0	0	7 6	0	2 6
15	Champahatee	1	6 6	0	11 3	0	3 9
20	Bansra	1	14 0	0	15 0	0	5 0
28	Canning	2	10 0	1	5 0	0	7 0
13	Mullickpur	1	3 6	0	9 5	0	3 3
15	Barripur	1	6 6	0	11 3	0	3 9
20	Hotar	1	14 0	0	15 0	0	5 6
25	Mogra Hat	2	5 6	1	2 9	0	6 3
31	Nazra	2	14 6	1	7 3	0	7 9
38	Diamond Harbour	3	9 0	1	12 6	0	9 6

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OUDH and ROHILKUND.

Miles.	Up. *From Calcutta, see page 390.*	Fares. Upper cl. R. A. P.	Lower cl. R. A. P.	Miles.	Up—*Continued.*	Fares—*Contd* Upper cl. R. A. P.	Lower cl. R. A. P.
—	Benares Ganges River						
3	Benares (Cantonment)	0 2 3	0 0 9	206	Alamnagar	9 10 6	2 11 0
7	Shiupur	0 5 3	0 1 6	211	Kakori	9 14 3	2 12 0
15	Babatpur	0 11 3	0 3 3	217	Malihabad	10 2 9	2 13 3
21	Phulpur	0 15 9	0 4 6	225	Rahimabad	10 8 9	2 15 0
28	Jalálganj	1 5 0	0 5 9	233	Sandila	10 14 0	3 0 3
35	Jaunpur (Civil)	1 10 3	0 7 3	239	Samola	11 3 3	3 1 9
39	,, (City)	1 13 3	0 8 3	245	Balamau	11 7 9	3 3 0
46	Miráun	2 2 6	0 9 6	250	Bazhauli	11 11 6	3 4 0
53	Kheta Sarai	2 7 9	0 11 0	252	Karna	12 2 3	3 6 0
59	Shahganj	2 12 3	0 12 3	265	Hardui	12 6 9	3 7 3
66	Belwai	3 1 6	0 13 9	276	Chan'pur	12 15 0	3 9 6
75	Malipur	3 8 3	0 15 9	285	Anjhi	13 5 9	3 11 6
87	Akburpur	4 1 3	1 2 3	294	Kahelia	13 12 6	3 13 3
97	Kamirpur	4 8 9	1 4 3	300	Rosa Junction		
101	Gosainganj	4 11 9	1 5 0	304	Shahjahanpur	14 4 0	3 15 3
104	Tandauli	4 14 0	1 5 9	316	Tilhar	14 13 0	4 1 9
111	Belhar Ghát	5 3 3	1 7 2	322	Miranpur Katra	15 1 6	4 3 0
118	Darshannagar	5 9 3	1 8 9	326	Fatehganj	15 4 6	4 4 0
119	Ajodhya	5 9 3	1 8 9	336	Faridpur	15 12 0	4 6 0
123	Fyzabad	5 13 3	1 9 6	348	Bareilly	16 5 0	4 10 6
132	Sohawal	6 3 0	1 11 6	358	Baharatganj	16 12 6	4 10 6
141	Baragaon	6 9 9	1 13 6	365	Aonla	17 1 9	4 12 0
147	Rudauli	6 14 3	1 14 9	373	Mahmudpur	17 7 9	4 13 9
150	Rozagaon	7 0 6	1 15 3	376	Dabtura	17 10 0	4 14 3
156	Makhdumpur	7 5 0	2 0 6	383	Asafpur	17 15 3	4 15 9
161	Daryabad	7 8 9	2 1 6	392	Chandausi	18 6 0	5 1 9
173	Safdarganj	8 1 9	2 4 0				
179	Russauli	8 6 3	2 5 3				
185	Barrabanki	8 10 9	2 6 6	402		18 13 6	5 3 9
190	Bharmpat Branch. Damudapur	8 14 6	2 7 6	417	Bijhoi	19 4 3	5 5 9
196	Bindaura	9 3 0	2 8 9	419	Dhanari	19 10 3	5 7 3
202	Ramnagar	9 7 6	2 10 0	421	Babrala	19 12 6	5 8 0
205	Mahadewa	9 9 9	2 10 9	428	Raighat	19 15 6	5 8 9
207	Bahramghat	9 11 3	2 11 3	435	Dibai	20 1 6	5 9 9
192	Jugaur	9 0 0	2 8 0	444	Atrauli Road	20 13 0	5 12 6
195	Mulhaur	9 2 3	2 8 9	452	Harduaganj	21 3 0	5 14 3
202	Lucknow	9 9 6	2 10 0		Aligarh (*To Delhi, see p.* 390)		
216	Baraunl	10 2 0	2 13 0				
226	Ajgain	10 9 6	2 15 0	404	Bilari	18 15 0	5 4 3
236	Unao	11 1 3	3 1 3	408	Kundarki	19 2 0	5 5 0
244	Cawnpore Bridge	11 9 3	3 3 6	419	Moradabad	19 10 3	5 7 3
247	Cawnpore (O. & R.)	11 9 3	3 3 6				
248	Cawnpore (East Indian)	11 10 0	3 3 9				

ROHRI to MOOLTAN—INDUS VALLEY (State).

Miles.	*From Kurrachee, see page* 395.	Fares. 1st class R. A.	2nd class R. A.	3rd class mail R. A.	3rd class mixd R. A.	Miles.		Fares—*Continued.* 1st class R. A.	2nd class R. A.	3rd class mail R. A.	3rd class mixd R. A.
—	Rohri Bunder	...	...	...	...	192	*Goozarai	12 0	8 0	—	2 0
2	Rohri Main	...	...	...	...	196	Mubarakpur	12 0	8 0	2 9	2 1
12	Sangi	1 0	0 8	0 2½	0 2	204	*Koolanjwala	13 0	8 8	—	2 2
20	Pano Akil	1 8	0 12	0 4½	0 3	209	Samasata	13 0	8 8	2 12	2 3
27	Mahesur	1 8	1 0	0 5½	0 4	217	Bahawalpur	14 0	9 0	2 13	2 4
36	Ghotki	2 8	1 8	0 7½	0 6	220	*Adamwahan Bridge	14 0	9 0	—	2 5
43	Sarhad	2 8	1 12	0 9	0 7	221	Adamwáhan	14 0	9 0	2 14	2 5
51	Mirpur	3 0	2 0	0 10½	0 8	227	Lodhrán	14 0	9 8	2 15	2 6
60	Khairpur	4 0	2 8	0 12½	0 10	231	*Kulloowalla	14 0	9 8	—	2 7
71	Reti	4 8	3 0	0 14¾	0 11	236	*Mocampur	15 0	10 0	—	2 7
82	Walhar	5 0	3 8	1 1	0 15¾	241	Gilawalla	15 0	10 0	3 2	2 8
93	Sádikabad	6 0	4 0	1 3	0 15¾	248	*Gilawala	16 0	10 8	—	2 9
107	Rahim Yarkhan	7 0	4 8	1 6	1 2	256	Shujabad	16 0	10 8	3 5	2 11
120	Katsamba	8 0	5 0	1 9	1 4	260	*Chuck	16 0	11 0	—	2 11
133	Khanpur	8 0	5 8	1 12	1 6	267	*Buch	17 0	11 0	—	2 13
147	Firoza	9 0	6 0	1 15	1 9	268	Buch	17 0	11 0	3 8	2 13
161	Chandri	10 0	6 8	2 2	1 11	278	Ramuwala	18 0	11 8	3 10	2 15
173	Chani-di-goth	11 0	7 0	2 4	1 13	276	Sher Shah	17 0	11 8	3 10	2 14
187	Ahmadpur	12 0	8 0	2 7	1 15	273	Muzaffarabad Junc.	17 0	11 8	3 9	2 14
190	*Tibbee Izzut	12 0	8 0	—	2 0	280	Mooltan Cantonment	18 0	11 8	3 10	2 15

S. & D.

* Flag Stations: Passengers not booked by Mail Trains.

SCINDE, PUNJAB, and DELHI.—Punjab and Delhi Division.

Traffic Man., D. Ross. Acting Agent, Roscoe Bocquet.

Miles.	From Calcutta, Benares, Cawnpore, Agra, &c., see page 390.	Fares. 1st class	2nd class	Upp'r class	3 cl. Mail	3 cl. Mxd
		R. A.	R. A.	R. A.	R. A.	R. A.
..	Delhi (Hamilton R.).					
4	Delhi-Shádara	0 6	0 3	0 1½	0 2	0 2
13	Ghaziabad	1 3½	0 9	0 5	0 6	0 4
22	Muràdnagar	1 8	1 0	0 7½	0 4½	0 4½
28	Begumabad	2 0	1 4	0 9½	0 5½	0 5½
35	Muhiuddinpur	2 0	1 4	0 11	0 7	0 6½
40	Meerut City	2 8	1 12	0 13½	0 8½	0 7½
43	Do. Canton	2 8	1 12	0 14½	0 9	0 8
51	Sardhana	3 0	2 0	1 1	1 0	0 9½
61	Khátauli	4 0	2 8	1 4½	1 0	0 11½
67	Munsúrpur	4 0	2 12	1 6½	1 0	0 12½
75	Muzaffarnagar	4 8	3 0	1 9	1 5½	1 1
82	Beheri	5 0	3 8	1 11½	1 1	0 15½
90	Deoband	6 0	4 0	1 14	1 3	1 1
100	Nágal	6 0	4 0	2 1	1 5	1 3
111	Saharanpur	7 0	4 8	2 5	1 7	1 5
119	Sarsáwa	7 0	5 0	2 8	1 9	1 6
130	Jagádhri	8 0	5 8	2 11	1 11	1 8
137	Jhugoli	9 0	5 8	2 14	1 13	1 10
142	Mustaphabad Road	9 0	6 0	2 15	1 13	1 10
147	Barára	9 0	6 0	3 1	1 14	1 11
154	Kesri	10 0	6 8	3 3	2 0	1 13
161	Umballa Canton	10 0	6 8	3 6	2 2	1 14
	From Umballa Canton.					
5	Umballa City	0 8	0 4	0 1½	0 1	0 1
11	Sambhu	0 8	0 8	0 3½	0 2	0 2
18	Rájpura	1 0	0 12	0 6	0 3½	0 3½
24	Sarái Banjára	1 8	1 0	0 8	0 5	0 4½
33	Sirhind	2 0	1 4	0 11	0 7	0 6½
39	Nabha	2 8	1 8	0 13	0 8½	0 7½
44	Khanna	3 0	1 12	0 14½	0 9½	0 7½
50	Cháwa	3 0	2 0	1 0	0 10½	0 9½
57	Doráha Junction	3 8	2 4	1 3½	0 12	0 10½
	From Doraha Junction					
58	Begawahal	0 8	0 4	0 0½	..	0 0½
61	Nilon	0 8	0 4	0 1½	..	0 0½
67	Machiwara	0 8	0 8	0 3½	..	0 2
72	Powawat	1 0	0 8	0 5	..	0 2½
75	Bilolpur	1 0	0 12	0 6	..	0 3½
78	Khatlour	1 8	0 12	0 7	..	0 4
81	Chamkawa	1 8	1 0	0 8	..	0 4½
85	Siswan	2 0	1 4	0 9½	..	0 5½
87	Budki	2 0	1 4	0 10	..	0 5½
89	Rupar	2 0	1 4	0 10½	..	0 6
91	Canal Head	2 0	1 8	0 11½	..	0 6½
	From Umballa Canton.					
61	Sánahwál	4 0	2 8	1 4½	1 2½	0 11½
71	Ludhiana	4 8	3 0	1 7½	1 4½	0 13½

Miles.	Up.—Continued.	Fares fm. Umballa Cant 1st class	2nd class	Upp'r class	3 cl. Mail	3 cl. Mxd
		R. A.	R. A.	R. A.	R. A.	R. A.
79	Phillour	5 0	3 8	1 10½	1 0	0 14½
87	Goraya	5 0	3 8	1 13	1 2	1 0
93	Phagwára	6 0	4 0	1 15	1 3	1 1
98	Chiéru	6 0	4 0	2 1	1 4	1 2
103	Julhundur Canton	6 0	4 8	2 2	1 5	1 3
106	Do. City	7 0	4 8	2 3	1 6	1 4
115	Kartárpur	7 0	5 0	2 6	1 8	1 6
119	Hamira	7 0	5 0	2 8	1 9	1 6
126	East Bank	8 0	5 8	2 10	1 10	1 8
128	Beas	8 0	5 8	2 11	1 11	1 8
135	Butári	8 0	5 8	2 13	1 12	1 9
142	Jandiála	9 0	6 0	2 15	1 14	1 11
155	Amritsar	10 0	6 8	3 4	2 0	1 13
163	Khasa	10 0	7 0	3 6	2 2	1 15
171	Atári	11 0	7 0	3 9	2 4	2 0
177	Jallo	11 0	7 8	3 11	2 5	2 1
184	Mecan Meer, East	12 0	7 8	3 13	2 6	2 3
187	Lahore *(to Peshawur, see page 395.)*	12 0	8 0	3 14	2 7	2 3
	From Lahore.					
4	Mecan Meer, West	0 8	0 4	0 1½	0 0½	..
12	Kána	1 0	0 8	0 4½	0 2½	..
26	Raewind	1 8	1 0	0 8½	0 5½	..
	From Kasur.					
29	Rajah Jang	1 0	0 8	0 4½	0 2½	..
34	Rukuwalla	0 8	0 4	0 2½	0 1½	..
37	Atirpur	0 8	0 4	0 1½	0 1	..
42	Kasur					..
45	Man	0 8	0 4	0 1½	0 0½	..
49	Ganda Singh	0 8	0 4	0 2½	0 1½	..
	From Lahore.					
34	Kote Radhakishn	2 0	1 8	0 11½	0 7	..
44	Chánga Manga	3 0	1 12	0 14½	0 9½	..
60	Wan Radharam	4 0	2 8	1 4	0 13½	..
70	Satghara	4 8	3 0	1 7½	0 14½	..
80	Okara	5 0	3 8	1 10½	1 0	..
87	Pakpattan	6 0	3 8	1 13½	1 2	..
103	Montgomery	6 0	4 8	2 2	1 5	..
116	Harappa	7 0	5 0	2 7	1 8	..
129	Chichawatni	8 0	5 8	2 11	1 11	..
139	Kassowal	9 0	6 0	2 14	1 13	..
150	Chanun	9 0	6 8	3 2	1 15	..
164	Kacha Khúh	10 0	7 0	3 7	2 2	..
177	Khánewál	11 0	7 8	3 11	2 5	..
188	Rashida	12 0	8 0	3 15	2 7	..
195	Tátipur	12 0	8 0	4 1	2 9	..
207	Mooltan City	13 0	8 8	4 5	2 11	..
208	Mooltan Canton	13 0	8 8	4 5	2 11	..

BENGAL (Central).—Dum-Dum Section.

Up.	Miles from Calcutta.
Sealdah	—
Dum-Dum Junction	4
Dum-Dum Cantonment	6
Baraset	13
Duttoo Pookur	18

PATNA and GYA (State).

Miles.	From Calcutta, see page 390.	Fares from Bankipore. 1st class	2nd class	3d class
		R. A. P.	R. A. P.	R. A. P.
	Bankipore	0 14 0	0 7 0	0 2 0
9	Poonpoon	1 13 0	0 14 0	0 5 0
19	Masourhi	2 10 0	1 5 0	0 7 0
23	Jehanabad	3 9 0	1 13 0	0 10 0
38	Makdoompur Gye	4 4 0	2 2 0	0 11 0
45	Bela	4 13 0	2 6 0	0 13 0
51	Chakand	5 6 0	2 11 0	0 14 0
57	Gya			

Google

LAHORE, LALA MUSA JUNCTION, BHERA RAWALPINDI, KHUSALGARH, and PESHAWUR—Punjab, Northern (State).

Mls. frm Lahore.		*From Delhi, see page 394.*	Fares. 1st class R. A.	2nd class R. A.	3rd mail R. A.	class mixd R. A.
—		Lahore				
2		Badami Bagh	0 8	0 4	0 1	0 1
6		Shahdara	0 8	0 4	0 1	0 1
17		Muridke	1 1	0 11	0 4	0 3
30		Kamoke	1 14	1 4	0 6	0 4½
42		Geyranwala	2 10	1 12	0 9	0 7
52		Ghakkhar	3 4	2 3	0 11	0 8½
62		Wazirabad	3 14	2 9	0 13	0 10½
—		Kathala	—	—	—	—
71		Gujrat	4 7	2 15	0 15	0 11½
83		Lala Musa Junction	5 3	3 7	1 1	0 13½
89	*Salt Branch.*	Jaura	5 9	3 11	1 2	0 15
96		Dinga	6 0	4 0	1 4	1 0
102		Phalian Road	6 6	4 4	1 5	1 1
110		Bhá-ad-din	6 14	4 9	1 6	1 2
116		Khaira	7 4	4 13	1 7	1 3
120		Hariah	7 8	5 0	1 8	1 4
126		Malakwál	7 14	5 4	1 9	1 5
135		Miani	8 7	5 10	1 10	1 7
140		Pind Dadan Khan	8 12	5 13	1 11	—
145		Khewra	9 1	6 1	1 12	—
144		Bhera	9 0	6 0	1 12	1 8
92		Khárián	5 12	3 13	1 3	—
98		Kariala	6 2	4 1	1 4	—
103		Jhelum	6 7	4 5	1 5	—
114		Dina	7 2	4 12	1 8	—
122		Donuli	7 10	5 1	1 9	—
130		Sohawa	8 2	5 7	1 11	—
136		Missa	8 8	5 11	1 12	—
143		Gujar Khan	8 15	5 15	1 14	—
151		Mandra	9 7	6 5	1 15	—
161		Riwat	10 1	6 11	2 2	—
167		Sohan	10 7	6 15	2 3	—
174		Rawalpindi	10 14	7 4	2 4	—
182		Gobra Junction	11 6	7 9	2 6	—
202	*Kohat Branch.*	Fatehjang	12 11	8 7	2 10	—
232		Pind Sultani Road	14 8	9 11	3 0	—
242		Langar	15 3	10 2	3 3	—
252		Khusálgarh	15 12	10 8	3 5	—
194		Sarai Kala	12 2	8 1	2 8	—
203		Hasan Abdal	12 11	8 7	2 10	—
210		Burhan	13 2	8 12	2 12	—
215		Lawrencepore	13 7	8 15	2 13	—
224		Campbellpore Road	14 0	9 5	2 15	—
232		Attock Bridge	14 8	9 11	3 0	—
235		Khairabad	14 11	9 13	3 1	—
243		Akora	15 3	10 2	3 3	—
251		Nowsheru	15 11	10 7	3 4	—
265		Pabbi	16 9	11 1	3 7	—
276		Peshawur City	17 4	11 8	3 10	—
278		„ Cantonment	17 6	11 9	3 10	—

Scinde Section.—INDUS VALLEY and KANDAHAR (State).

Miles.			Fares—*Continued.* 1st class R. A.	2nd class R. A.	3rd mail R. A.	class mixd. R. A.
2		Kurrachee City				
14		„ Cantonment	0 8	0 4	0 6½	0 0½
34		Landhi	1 0	0 8	0 5	0 2½
53		Dabbeji	2 0	1 8	0 7	0 6½
73		Jungshahi	3 8	2 4	0 11	0 10
85		Jhimpir	4 8	3 0	1 1	0 13¼
97		Meting	5 0	3 8	1 2	1 0
105		Bholari	6 0	4 0	1 4	1 2
		Kotri	7 0	4 8	1 6	1 4
118	*Indus Valley (State).*	Petaro	7 0	5 0	1 9	1 6
131		Budápur	8 0	5 8	1 11	1 8
140		Gopang	9 0	6 0	1 13	1 10
148		Mánjhand	9 0	6 0	1 15	1 11
159		Sann	10 0	6 8	2 1	1 13
172		Amri	11 0	7 0	2 4	1 15
181		Laki	11 0	7 8	2 6	2 0
192		Schwan	12 0	8 0	2 8	2 2
199		Bhubak Road	12 0	8 8	2 9	2 3
206		Bhán	13 0	8 8	2 11	2 5
218		Dádú	14 0	9 0	3 2	2 7
227		Phulji	14 0	9 8	2 15	2 8
240		Sita Road	15 0	10 0	3 2	2 10
251		Radhan	16 0	10 8	3 4	2 12
263		Bádeh	16 0	11 0	3 7	2 14
274		Bakráni Road	17 0	11 8	3 9	3 0
282		Larkana	18 0	12 0	3 11	3 1
288		*Mahota	18 0	12 0	3 12	3 2
294		Naundero	18 0	12 8	3 13	3 3
303		Madeji	19 0	12 8	3 15	3 5
315		Ruk Junc. *(page 395)*	20 0	13 0	4 2	3 7
			From Sukkur Bunder.			
—		Ruk Junction	—	—	—	—
326		Shikarpore	2 0	1 4	0 5½	0 4½
—		*Sultan Kot	—	—	0 6	0 6½
339		Humáyun	2 8	1 12	0 8½	0 9
352		Jacobabad	3 8	2 4	0 11½	0 11¼
360		Jhatpat	4 0	2 8	0 13	0 12½
374		Temple-dera	5 0	3 0	0 15½	0 15¼
390		Nuttall	6 0	4 0	1 3	1 2
407		Bell-pat	7 0	4 8	1 7	1 5
424	*Kandahar (State).*	Lindsay	8 0	5 8	1 10	1 7
436		Mithri	9 0	6 0	1 13	—
448		Sibi	9 0	6 8	1 15	1 9
458		*Brahim Baram	—	—	—	—
464		Rindli	10 0	7 4	2 2½	1 11¾
			From Kurrachee City.			
—	*Indus Valley.*	Ruk Junction	—	—	—	—
322		Bágarji	20 0	13 8	4 3	3 8
330		Sukkur Main	21 0	14 0	4 5	3 9
332		„ Bunder	21 0	14 0	4 5	3 10

* Flag Stations.

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PRICES CURRENT

OF MISCELLANEOUS ARTICLES IN GENERAL DEMAND IN INDIA.

Articles.	Rate in Rupees.
All Music sold at	double the price in England.
Allsop's Pale Ale per dozen quarts	5 to 5½
Anchovies per bottle	1½ to 2
Argand Lamps each	150 to 200
Bank of England Notes per £	10 to 10½
Bass' Pale Ale....per dozen quarts	5 to 5½
Blacking....per bottle	½ to ¾
Boat Hire landing each time	½ to ¾
,, ...per day	5 to 6
Books at 12 Annas for every Shilling	
Bottled Stout per dozen quarts	6 to 7
Ditto ditto per dozen pints	4½ to 5
Bread per 10 loaves	1 to 1½
Cabbages from the Hills each	¾ to 1
Cadjans per bundle	½ to 1
Camphor Wood Trunks No. 1, each	8 to 10
,, ...No. 2, ,,	12 to 14
,, ...No. 3, ,,	16 to 18
Carriages....each	300 to 1000
Ditto Lamps per pair	8 to 20
Ditto Whips each	2 to 10
Charcoal per basket	¾ to 1
Cheroots, Manilla No. 1 per 1000	30 to 40
,, ...No. 2 ,,	28 to 30
,, ...No. 3 ,,	27 to 29
Cherry Brandy per dozen pints	18 to 20
Chetney Sauce per jar	1 to 1½
China Matting per piece	2 to 3
Clothes' Baskets each	5 to 6
Cocoa Nut Oil per maund	3 to 4
Coffee per lb.	¼ to ½
Commission for purchasing horses, ₹ ct.	5
Composite Candles per lb.	2 to 3
Cooking Utensils, iron....per lb.	½ to ¾
Dress Coats each	90 to 100
Double Set of Harness....	250 to 300
Ducks....per dozen	2 to 4
Empty Bottles....per dozen	10 to 11
Fire Wood per bundle	¼ to ½
,, ... per load	2 to 4
Fowls per dozen	2 to 4
Gold Leaf (100 touch) per tola	15 to 16
Gold Ingot (97 touch) per tola	15 to 17
Grain per maund	15 to 20
Grass....per load	6 to 8
Grass Cloth Pocket Handkerchiefs per doz.	8 to 20
Greasing Carriage Wheels	½ to ¾
Gold Watches each	420 to 500
Hats....each	12 to 14
Hire of Carriage and Horse....per diem	6 to 7
Ditto of Carriage alone monthly	30 to 40
Ditto of Coolies each per day	¼
Ditto of Horse per diem	3 to 5
Ditto of Palanquin monthly	30 to 35
Hodgson's Ale....per dozen quarts	5½ to 6
Horses....each	150 to 500

Articles.	Rate in Rupees.
Ice per 4 lbs.	¾ to 1
Indian Pickles and Preserves....per jar	1 to 2
Khus-khus Tatties each	2 to 4
Lamp Carriage Candles per lb.	2 to 3
Lamp Chimneys each	¼ to ½
,, Wicks per packet	¼ to ½
Legal Interest....per cent	9
Lemonade per dozen bottles	3 to 4
Leeches per dozen	2 to 3
Liqueurs per dozen quarts	24 to 36
Medicines of every description sold at	double the price in England.
Medical Advisers....annual fee for each person	100 to 200
Milk.... per 12 seers	1 to 2
Olympic Circus, Bombay...each sitting	4
Onions per rope	¼ to ¾
Palanquin, Hire daily	1½
Patent Leather Boots, English....	15 to 20
Persian Rugs each	40 to 500
Piano Fortes each	100 to 1000
,, Hire per month	10 to 30
,, Tuning each time	5 to 6
Poonah Leather Boots....	3 to 4
Ponies or Tatties each	80 to 200
Porter in Hogsheads....per hogshead	55 to 60
Potatoes per maund	1 to 2
Preserved English Fruits per bottle	1 to 1½
Preserved Meats, in cans each	2 to 3
Rent of Bungalow....per month	50 to 100
Re-painting Carriages.... each	150 to 500
Re-tinning Cooking Utensils....	5 to 10
Rice per maund	1 to 2
Riding Whips each	2 to 5
Saddles each	50 to 80
Salad Oil per flask	¾ to 1½
Sardines per box	1½ to 2
Shigrams each	150 to 500
Shoeing Horse each time	2½
Silk Drawers per pair	5 to 6
Silver Watches each	170 to 200
Single Set of Harness	150 to 300
Slippers, Native per pair	¼ to ½
,, Embroidered.. per pair	14 to 16
Soda Water per dozen quarts	3 to 4
Sovereigns each	10½ to 10½
Spice Balls for Horses per month	2 to 3
Spirits....per dozen	24
Brandy per dozen quarts	15 to 20
Geneva ,,	18 to 20
Gin ,,	15 to 17
Hollands ,,	15 to 20
Rum ,,	16 to 18
Spurs....per pair	3 to 6
Stockings, Cotton per dozen	16 to 20
Stout in Hogsheads per hogshead	60 to 70
Strawberry Ices of Icewallahs	¼ to ½

PRICES CURRENT—*Continued.*

Articles.	Rate in Rupees.	Articles.	Rate in Rupees.
Subscription to Native Anglo-India Paper Monthly	5	Watch Glasses each	2 to 3
Ditto ditto to Bi-weekly Edition	5	White Calico Jackets.....per dozen	30 to 40
Ditto ditto Bi-monthly	2	White Kid Gloves per dozen pair	24 to 30
Subscription to Home News, Overland and London Mail, or Atlas, Quarterly	9	White Waistcoats per dozen	20 to 30
Sugar, Muscovado.....per maund	10 to 14	White Trousers per dozen pair	15 to 25
,, Candied.....per barrel	8 to 9	Wines—	
Tailor daily wages	¾	Champagne per dozen quarts	35 to 45
Tax on Carriage each per annum	12	Claret ,,	18 to 30
Tea per lb.	½ to 1	Madeira ,,	24 to 30
Tents each	500 to 1000	Malmsey..... per dozen pints	15 to 20
Tent, Hire of per month	20 to 30	Port per dozen quarts	24 to 30
Veterinary Surgeons, Certificate of Warranty	5	Sherry ,,	22 to 26

NOTE.—All these prices, especially wages, vary at the different stations in India.

TABLES OF DISTANCES.

1 Sea Mile=6,076½ft.=1,852 Mètres. 100 Sea Miles=115 English Miles=118·5 Kilomètres.

No. 1.—DISTANCES BETWEEN PORTS ON THE ROUTES TAKEN BY THE PENINSULAR AND ORIENTAL COMPANY.

London Gravesend											
	295	Plymouth									
Direct 1299	*Vid Plymth* 1349	1054	Gibraltar								
2280	2330	2035	981	Malta							
					Trieste						
					65	Venice					
					190	125	Ancona				
					460	395	270	Brindisi			
					1285	1220	1095	825	Alexandria		
					From Alexandria by Sea						
3215	3263	2970	1916	935	1440	1375	1250	980	155	Port Said	
Through Canal					*Alexandria to Suez by Rail*					*thro' Canal*	
3302	3352	3057	2003	1022	1505	1440	1315	1045	220	87	Suez

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TABLES OF DISTANCES — *Continued.*

London																	
3302	Suez																
4610	1308	Aden															
6274	2972	1664	Bombay														
6703	3401	2093	875	Colombo													
7313	4011	2703	1485	610	Madras												
8083	4781	3473	2255	1380	770	Calcutta											
					Via Colombo												
7981	4679	3871	2153	1278	1888	2658	Penang										
8362	5060	3752	2534	1659	2269	3039	381	Singapore									
9799	6497	5189	3971	3096	3706	4476	1818	1437	Hong Kong								
10669	7367	6059	4841	3966	4576	5346	2688	2307	870	Shanghai							
10866	7564	6256	5038	4163	4773	5543	2885	2504	1067		Nagasaki						
11258	7956	6648	5430	4555	5165	5935	3277	2896	1459		392	Hiogo					
11658	8356	7048	5830	4955	5565	6335	3677	3296	1859		792	400	Yokohama				
							Via Colombo										
10093	6791	5483	4265	3390	4000	4770	4668	5049	6486	7355	7553	7945	8345	King Geo's. Sound			
11100	7798	6490	5272	4397	5007	5777	5675	6056	7493	8363	8560	8952	9352	1007	Adelaide		
11585	8283	6975	5757	4882	5492	6262	6160	6541	7978	8848	9045	9437	9837	1492	485	Melbourne	
12145	8843	7535	6347	5442	6052	6822	6720	7101	8538	9408	9605	9997	10397	2052	1045	560	Sydney

No. 2.—Calais to Brindisi, *vid* Mont Cenis, is 1,390 miles. Brindisi to Alexandria, 825 miles.

No. 2.

London		
	Trieste.	
1600		
2885	1200	Alexandria.

No. 3.—French Messageries Line.

Marseilles		
448	Naples	
1548	1100	Port Said
1635	1187	87 Suez

No. 4.—Distances along the French Messageries Line to Mauritius and New Caledonia.

Marseilles										
1548	Port Said									
1635	87	Suez								
2043	1395	1308	Aden							
4338	2790	2703	1395	Mahé						
5310	3762	3675	2367	972	Réunion					
5432	3884	3797	2489	1094	122	Mauritius				
9727	8179	8092	6784	5389	4417	4295	Adelaide			
10207	8659	8572	7264	5869	4897	4775	480	Melbourne		
10783	9235	9148	7840	6445	5473	5351	1056	576	Sydney	
11841	10293	10206	8898	7503	6531	6409	2114	1634	1058	Noumea

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LENGTH OF SEA VOYAGE TO ALEXANDRIA.

3,310	Miles,	*via*	London,	performed in 13	days.
1,410	,,	,,	Marseilles	,, 5	,,
1,200	,,	,,	Trieste	,, 5	,,

LENGTH OF SEA VOYAGE FROM SUEZ.

TO	MILES.		DAYS.
Adelaide	7,800,	performed in	33
Aden	1,308,	,,	5 to 6
Amoy	6,708,	,,	31
Batavia	5,335,	,,	22
Bombay	2,972,	,,	12
Calcutta	4,780,	,,	21
Ceylon (Colombo)	3,400,	,,	14
Hong Kong	6,500,	,,	30
King George's Sound	6,770,	,,	27
Kangaroo Islands	7,842,	,,	35
Madras	4,910,	performed in	17
Manilla	8,496,	,,	33
Mauritius	3,800,	,,	15
Melbourne	8,285,	,,	35
Penang	6,080,	,,	20
Singapore	5,060,	,,	22
Sydney	8,845,	,,	38
Shanghai	7,370,	,,	34
Zanzibar	3,03 ,	,,	14

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CENSUS OF INDIA, 1881.

[With respect to the Census of 1881, the full details are not likely to be available till 1884, but through the kindness of C. C. Prinsep, Esq., Statistical Reporter at the Indian Office, we are able to give the population of the following Chief Towns.]

TOWNS ARRANGED ACCORDING TO POPULATION OF 20,000 AND UPWARDS.

Bombay City and Island	773,196	Salem	50,667	Nadiad	28,364
Calcutta	441 219	Coombaconam	50,098	Bassein	28,147
Ditto Suburbs	383,079	Ulwar	49,867	Chandausi	27,521
Madras	405,848	Behar	48,968	Nellore	27,505
Hyderabad, with suburbs (including Secunderabad)	354,962	Ajmere	48,735	Krishnagar	27,477
Lucknow	261,303	Hyderabad	48 153	Sakkar	27,382
Benares	199,700	Bhavnagar	47,792	Dharwar	27,191
Delhi	173,893	Muttra	47,483	Khurja	27,190
Patna	170,654	Sialkot	45,762	Nasik	27,070
Agra	160,203	Sangor	44,416	Jhansi	26,772
Bangalore	155,857	Ludhiana	44,163	Ellichpur	26,728
Amritsar	151,895	Cuddalore	43,545	Tellicherry	26,410
Cawnpore	151,444	Bikaneer	43,283	Cannanore	26,386
Lahore	149,369	Arrah	42,998	Alleppey	25,744
Allahabad	148,547	Jaunpur	42,845	Hathras	25,656
Jeypore	142,578	Cuttack	42,656	Kerowlie	25,607
Rangoon	134,176	Shikarpur	42,496	Serampur	25,559
Poona	129,751	Mozufferpur	42,460	Ellore	25,052
Ahmedabad	127,621	Tonk	40,726	Hajipur	25,078
Bareilly	113,417	Kotah	40,270	Panipat	25,022
Surat	109,844	Moorshedabad	39,231	Raipur	24,918
Howrah	105,206	Navanagar	39,068	Junagad	24,679
Baroda	101,818	Ferozepur	39,570	Rajamundri	24,555
Meerut	99,565	Coimbatore	38,967	Batala	24 281
Nagpur	88,299	Karvir	38,599	Rewari	23,972
Lashkar (Gwalior)	88,066	Oodeypur	38,214	Berhampur (Bengal)	23,605
Trichinopoly	84,449	Dinapur	37,897	Berhampur (Madras)	23,599
Peshawar	79,982	Trevandrum	37,652	Amraoti	23,550
Dacca	79,076	Ahmednagar	37,492	Tinnevelly	23.221
Gya	76,115	Vellore	37,491	Karnal	23,133
Jubbulpur	75,705	Broach	37,281	Mayavaram	23,044
Indore	75,401	Conjeveram	37,275	Gujrauwala	22,834
Shahjehanpur	74,830	Hubli	36,677	Gulbarga	22,834
Rampur	74,250	Palghat	36,350	Mandesaur	22,596
Madura	73 807	Amroha	36,145	Vizianagram	22,577
Karachi	73,560	Cambay	36,007	Adoni	22,441
Mooltan	68,674	Mandvi (Cutch)	35,980	Dera Ghazi Khan	22 309
Bhangulpur	68,228	Bandar	35,056	Bhuj	22,308
Umballa	67,463	Etawah	34,721	Dera Ismail Khan	22,164
Moradabad	67,387	Burdwan	34,080	Deoband	22,116
Bhurtpore	66,163	Akyab	33,989	Puri	22,095
Durbhunga	65,955	Bhiwani	33,762	Rewa	22,016
Farukhabad	62,437	Badaun	33,680	Nalhati	21,533
Koll	61,730	Midnapur	33,560	Brindabau	21,467
Sholapur	61,281	Ujjein (Gwalior)	32,932	Sambhal	21,373
Saharanpur	59,194	Ghazipur	32,885	Hoshiarpur	21,363
Gorakhpur	57,922	Pattan (Baroda)	32,712	Futtehpur	21,328
Calicut	57,085	Belgaum	32,697	Nasirabad	21,320
Mirzapur	56,378	Mangalore	32,099	Bettiah	21,263
Fyzabad	55,570	Hughli and Elimsurah	31,177	Jhelum	21,107
Bhopal	55,402	Rutlam	31,066	Shirajgunj	21,037
Monghyr	55,372	Barrackpur	30,317	Chittagong	20,969
Tanjore	54,745	Vizagapattam	30,291	Boondee	20,744
Negapatam	53,855	Aurungabad	30,219	Malerkotla	20,621
Patiala	53,629	Burhanpur	30,017	Miraj	20,616
Bellary	53,460	Pilibhit	29,721	Nagina	20,503
Moulmein	53,107	Santipur	29,687	Kurnool	20,329
Rawalpindi	52,975	Satara	29,028	Chaoni	20,303
Jullundhur	52,119	Banda	28,974	Balasore	20,265
Chupra	51,670	Cocanada	28,856	Mainpuri	20,236
Kamptee	50,987	Prome	28,813	Panroti	20,172
		Datia	28,816	Narnaul	20,052

A GLOSSARY OF INDIAN WORDS AND EXPRESSIONS.

Abad (at end of a name), village.
Abdar, wine cooler.
Achwani, candle.
Adawlut (Adalat), court of justice.
Aftabgir, a sun screen.
Ag, fire
Akham, orders; a mandate.
Akhbâr, newspaper.
Akki, rice without the husk.
Ali, a row.
Almari, a wardrobe, chest of drawers.
Alu, aloo, potato.
Alutadars, 2nd class village officer.
Amal (Umal), business.
Aman, November crop of rice.
Amba, mango.
Ameer (Amir), chief, title of a prince.
Amil, collector of revenue.
Amin (Umeen), agent.
Anar (Amin), amen.
Anar, pomegranate.
Ande, egg.
Andora, a class of the Nair caste (potmakers).
Angarka (Angrika), shirt worn by the Hindus.
Angrezi, English.
Angûlhi, ring
Anicut, (Annikat, Anakat), a dam, embankment.
Anjuni, the iron wood.
Anna=4 pice=$\frac{1}{16}$ rupee=1$\frac{1}{2}$d.
Ap ma bap, as you please. *Lit.* "father and mother."
Aret, Egyptian wheels.
Arzi (Urzee), petition.
Asal Ulu, you genuine owl.
Ashab, baggage.
Assami, defendant.
Ata, flour.
Attar, otto of roses.
Aus, an early coarse sort of rice.
Awarija (Uwariju, Awerja), a diary, day book.
Aya (Aga Jau), Lord of my life, mode of address of wife to husband.
Ayah, lady's maid or nurse.
Ayeen, regulations.

Bab (Baub, Babu, Baboo), a title, a heading.

Baba, a child, sometimes applied by old natives to ladies (mem sahibs).
Babul, a species of Tamarisk tree.
Bachhra, calf.
Bachna, child, young one.
Badmash, blackguard.
Bâg, panther.
Bagh, garden.
Bai, lady; Guzra Bai. flower lady.
Bahádur, brave, chivalric; a Muhammadan title.
Bahin, sister.
Bairaghi, Hindu religious mendicant.
Bairagis, devotees.
Bajâ, hour.
Bakam, sappan wood.
Bakshish.—See Cherrimeri.
Balâ, bear.
Balna, little one
Bâlû, sand.
Baluta (Balootee, &c.), a village officer, or trade guild.
Baman, incarnation of Vishnu in the form of a dwarf.
Ban, a wood.
Banda, monkey.
Bandicote, a large rat.
Bandûk, gun.
Banghy Bardars, pittarreh carriers.
Baniah, a shopkeeper.
Banjára (Bunjary, Brinjaree), grain and cattle dealers.
Bannow, invention, canard.
Barabaluta, village authorities.
Baraf, ice.
Baras, year.
Baraguttee, the River Ganges.
Bari (Bara), great
Bari Bibi, great lady.
Barish, rain.
Barra khana, dinner party, "big dinner."
Barra Tindal, chief boatswain's mate.
Batái (Butace, Bhugwuttee, &c.), share of crop, payment in kind.
Batta (Bhata), extra allowance granted to public officials and soldiers when in active service.
Batti, candle.
Bawurchee, "bobbachy," cook.
Bayadères, jugglers.
Bayl, ox.

Bazar (Bazaar), market, market place.
Bechobas, tents without a pole in the centre.
Beega = $\frac{1}{3}$ acre.
Begar (Begari, Beegah), forced labour.
Begum (Bigam), a queen, princess, lady of high rank.
Behadering, dressed *en grand tenue*, and showing consequential airs.
Belattee pawnee (Belâti pani), soda water.
Bhagats, the elders of the Waralis.
Bhang (Bang), intoxicating drug made from hemp.
Bhat (Bhárata), bard, chronicler.
Bheri, sheep.
Bhet (Bhete), a present.
Bhisti, a water-carrier.
Bhor (Bor), the jujube tree.
Bhowad, whirl.
Bhudduks, a robber tribe in North-West Provinces.
Bhûnrâ, beetle.
Bhusa, chopped straw.
Bhyses, traders.
Bichona, bed.
Bichû, scorpion.
Bichwa, a crooked dagger.
Bichwa, wavy blade.
Bigha (Beegah), measure of land; 3$\frac{1}{3}$ beegahs=1 acre, more or less
"Bhiste," bihisti, or "beastie," a water carrier.
Bîlî, cat.
Biran, antelope.
Bismillah, "in the name of God!"
Blundaree, toddy distiller.
Bokkus, despatch box.
"Bole ponjis," bowl of punch.
Borah (Bora), pedlar.
Borbucha, leopard.
Bowree (Baori), well.
Bowrias, a robber tribe in North-West Provinces.
Box Wallahs, tallymen, pedlars.
Brandi-pani, brandy and water.
Brahman, a Hindu priest, or belonging to the highest caste.
Bringal tree, a vegetable.
Buddhist, a votary of Buddh
Budgerow (Bajra), a large round-bottomed keelless boat.

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Budzart (Badzat), "black sheep," low bred.†
Buggies, a vehicle similar to the old-fashioned cabs.
Bund, a dam.
Bundur (Bandar), a landing place at Bombay.
Bungalow (Bangla), a house.
Bunk-ghur, bank.
Burkundazes, guard, escort.
Burtan, plate.
Bûtan, butter.
Butti, light.
Byli, a carriage used at Delhi, drawn by two oxen.

Caliph (Kulaf), prince.
Candy.—See Khandi.
Caste, a race.
Catamaran, a raft of logs on which the Madrasees paddle through the surf.
Cazi (Cadi), Mahometan magistrate.
Cha, tea.
Chabûk, whip
Chabutra, platform 3 feet high.
Chadar, a sheet thrown over the head, and covering the whole body. It is worn by the Muslims.
Chabbi, or Chabi, key.
Châha, snipe.
Chak (Chuck), land divided off.
Chalan (Chellaun), invoice, message.
Chalao, push on.
Chamuch, spoon.
Chând, month.
Chandalah, low caste.
Chandool, opium shop.
Chandra, moon.
Chandra Rajah, moon king.
Chapatis, thin unleavened cakes, like a Scotch bannock.
Chapkan, a shawl dress like the Afghan.
Chappoo, raid, foray.
Chaprasis (Chuprasees), official messengers.
Charnadu, a class of Nairs (accountants).
Charpoy (Charpai), native bedstead.
Chattah, or Chattar, an umbrella
Chattee, pitcher, earthen pot.
Chausar, the Hindu dice.
Chawadi (Choultry), native travellers' bungalow, town hall in the Dakkan.
Chawaris, fans made of the tail of the Thibet cow.
Cherrimeri, gratuity to servants.
Chetak, weight.
Chee-chee, contemptible.
Chhiti, letter.
Chhûri, knife.
Chhutti, leave.
Chichpugli, little Tamarind grove.
Chilla, the 40th day after the accouchement of a Muhammadan female.
Chillam, a pipe.
Chillumchee, brass wash-hand basin.
Chinna-Kundaka, native barrow.
Chiriya, bird.
Chirût (cheroot), cigar.
Chit, a note, a character.
Chithi-ke-tikit, postage stamp.
Chitnee, native secretary.
Chobdars, door-keepers with gold sticks, who stood at the gates of the Delhi palace.
Chokhra, lad.
Choki, chair.
Choli, the bodice of the Hindu woman.
Chooha, rat.
Chor, robber.
Chota, little.
Chota hazree, early tea; literally, little breakfast.
Chota Lat Sahib, the Lieut.-Governor of Bengal.
Chouki, dâk station, literally, a seat.
Choultry.—See Chawadi.
Chout, a tax or due.
Chowdi, head man of a place.
Chowkedar, watchman, village police.
Chowrie, fly flapper
Chuddur, village map.
Chukra, a discus, quoit.
Chula, fire place.
Chunar, a castle.
Chunam, a plaster composed of brilliant white shells or lime.
Chundun, sandalwood.
Chungi, market tax.
Chuprassee.—See Chaprasi.
Chure, bracelets.
Churra, shot.
Chutnee (Chetnee), a sauce.
Circars, a district.
Compound (Cunpound), grounds in which a bungalow stands, an enclosure.
Coolie (Kuli), porter, or labourer.
Coss (Koss)=2 miles.
Cowrie, shell used for money; 200 to 400=1 anna.
Crore = million sterling = 100 lacs.
Cummerbund (Kammerband), a girdle.
Cusbah (Kubbah), a dome.
Cutcha (Kutcha), second rate.
Cumlee, coarse blanket.
Cutchery.—See Kutchery.
Dacoits, robbers.
Daftar (Duftur), record, register. Daftar Khânee, office.
Dagha-baz, rogue, player with knavery.
Daghopa (Dahgop), the circular altar in the interior of the Buddhist Cave Temples, said to contain the relics of Buddha.
Dak, or dawk, post. Dâkns, shops, small apartments.
Dâk-ghar, post-office.
Dakhil duftur, a reference; red tape.
Dakka Maro, push, push.
Dal (Dol), a kind of vetch; the "pulse" of Daniel.
Dâm, price.
Dângar, rice.
Darakht, tree.
Dargah (Durgah), royal court or shrine.
Dârogha (Daroga), head man.
Darwâza, door.
Darwâzaband, not at home.
Dashan, ten.
Dastâna, gloves.
Dastur.—See Dustoor.
Dawâ, physic, medicine.
Deh, village.
Dengue, a fever which first appeared at Calcutta, 1871.
Deodar, timber used for sleepers. &c.
Dera, tent.
Desai (Desoye, Desmook), hereditary revenue officer.
Deshists, Brahmans living above the Ghats.
Dessaye (Desai), a petty native ruling prince.
Dewan (Diwan, Deevan), native ministers of finance. Dewanee, civil and financial government, right to the taxes.
Dhai, nurse.
Dhan, the court of royalty.
Dhân, a weight: paddy or rice.
Dharoo, spirits.
Dheds, a low caste people in Surat.
Dhobi, washerman.
Dhobin, washerman's wife.
Dhome, dustman, in Bengal.
Dhony, a vessel in the India trade.
Dhoti (Dhootie), common dress of a male Hindu.
Dhurmsalla (Dharma Sala), the native and pilgrim travellers rest house.
Diasalâi, matches.
Diggorydar, decree holder.
Dikk, a bore.
Dinghi, a large Calcutta boat.

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Dipah, a lamp.
"Ditcher," a Calcutta man (from the Mahratta Ditch of 1752).
Diu, day.
Divan (Diwan, Deewan), a court, a minister, a title of courtesy. See Dewan.
Doms, a low caste people in Bengal; a caste of singers.
Dopattah, a long scarf worn by the Hindus.
Douai, medicine.
Dowai (Dohai), justice.
Drug (Droog), a fort; also, a narrow strip of thick calico wound round the loins, and falling in folds about and below the knees.
Dubash, an interpreter, a two-tongue.
"Duck," a Bombay man.
Ducks, Bombay officers; so called from a fish for which that city is famous.
Dûdh, milk.
Duffadar (Daffadar), a native cavalry non-commissioned officer, head of police.
Duftardar, native assistant.
Duli (Doolee), a little larger than a palkie, made of tape, with a framework for curtains, carried by four bearers.
Dullal, a go between.
Dungaree, coarse calico.
Dunlya, world.
Durbar (Darbar), a levee, court, reception; also a native prince.
Durgam, fort.
Durwan, gate or door-keeper.
Durzee, a servant.
Dustoor (Dastoor, Dasturi), fee, perquisite, present.

"Effeel," veal (the Bengal natives cannot sound S. or V.)
Ekka, one-horse carriage used in Bengal.
Eribhumi, black soil.
Eurasian, persons of European blood born in India.

Fakir (Fugeer), "poor man," a religious mendicant, holy beggar.
Fanam, coin
Faryadi, plaintiff.
Fasli (Fusly), revenue or harvest year, commencing July.
Fassad, a disturbance.
Fazil, surplus, extra.
Feringhee, Indianborn, or a Portuguese.
Firt, distribution of alms.
Fita, a ribbon.
Foujdarry, court
Fouzdar, chief constable.
Fowrah, a kind of spade.

Gadha, donkey
Gadi (Guddee), cushion or throne.
Gâi, cow.
Gal-mol, uproar.
Gam, village held in common.
Gana, one of Shiva's attendants.
Garaj, thunder.
Gari, carriage.
Garisha, a grain measure, equal to 400 markals = 185·2 cubic feet (9,860 lbs. avoirdupois).
Gathri, parcel.
Gauda (Gowda), head man of a village.
Gauri, a virgin.
Gaz, measure.
Ghara, jar.
Gharapuri, town of the rock.
Ghâri, cab, watch.
Gharry (Garhi), fort.
Ghâs, grass.
Ghat (Ghaut), landing place; steps on the side of a river; a mountain pass.
Ghi Candles, ½ lb. *ghi*, or clarified butter, put into a burner (shaped like a tumbler, with a long stalk and no foot), in which is a small tin, holding two wicks of twisted cotton.
Ghôra, horse.
Ghosht, flesh.
Ghugri, trees of a patil.
Ghur, house.
Ghusal, bath.
Ghusal khana, bath room.
Gidhar, jackal.
Giran, dear (too much).
Girass, black mail.
Girja, a church; "Girja toola gya," church is over.
Gisu Daraz, long-ringleted.
Go-down (Gudam), storehouse.
Golah, a store.
Golla (Gollada), shepherd.
Gonds, the aboriginal hill tribes of the Deccan.
Gopura, a town gate.
Gorât, light brown rich soil.
Gorriwallah, coachman.
Gram (Gama, Gaum).—See Gam.
Gram, grass, for fodder.
Gram, gam, gaon, gan, gano, gang, gaum, gong, &c. (at the end of a name), is a village.
Granth *(grunt)*, the sacred book of the Sikhs.
Granthi, a Sikh priest.
Grumjosi, village astrologer.
Guddi, paper kite.
Guftoogoo, conversation.
Gula, a red powder used at the Holi.
Gûli, bullet.
Gull, rose. Gulâb, rose-water.
Gulla-band, collar.
Gumashtah (Gomasta an agent),
Gumbaz, dome.
Gun-fire, early dawn, when a gun fires from all military posts; hence the name.
Gunge (Ganj), market, heap, stack.
Gunputti, God of wisdom.
Gunta (Goonta), 1-40th acre.
Gurav, the verger.
Gurgi, short drawers.
Guroo (Guru), village teacher of Hindi; spiritual teachers of the Sikhs.
Gutree, bundle.
Guzra, flower.

Hackery, bullock cart.
Hadji, a pilgrim.
Hafta, week.
Hagim, governor.
Hajjam (Hujam), barber.
Hak (not "Hag"), Huk, truth, right.
Hakim, doctor.
Halalcore (Halulcore), dustman in Bombay.
Halkabandi, circuit school.
Halka jûti, shoes.
Hammal, palki-bearer, porter—house-servant (Bombay).
Ham-Shir, of one milk (sisters).
Haphto, week, instalment.
Haramzada, bastard.
Harem (Haram, Hareem), women's apartments.
Harkâra, Harkhâra (Hurkara), messenger, courier, guide.
Hasseree (Hazri), breakfast.
Hasur (Huzoor), the presence, head-quarters.
Hath, half-yard.
Hâth, hand.
Hâti, elephant.
Havaldar (Havildar), the native sergeant of a regiment.
Hawala, middleman.
Hayat, the Mangs' salutation, "live long."
Hazri, breakfast.
Hegira (Hijri, Hejra), date of Mahomet's flight, A.D. 622.
Hélah, victim.
Higmats, tricks of science.
Hira, diamond.
Hissadar, shareholder.
Hobli, sub-division of a talook.
Holar, musician.
Holi, a Hindu festival.
Hom, a sacrifice—the burnt offering in the Hindu marriage ceremony.
Hondée, bill of exchange.

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Hookah, a pipe.
Hookum hukhm, order.
Hubble-hubble, the common pipe smoked by the palki bearers.
Huk.—See Hak.
Hukkab, irrigation tax.
Huldee (Huldi), turmeric.
Hulkabunde, village school.
Hulwân, lamb.
Hulwah, sweetmeats.
Hun, the pagoda, a coin = to 3½ rupees (7s.).
Hundi, bill of exchange, money order.
Huzur (Hoosoor), the presence, the state, the government, the chief office, a title of dignity applied to collectors judges, and high European officials.

Ikbal, a good fortune.
Ilaqui, a district.
Ilavas, the name of a tribe in South Travancore and Tinnevelli.
Ilm, science.
Imambara, a building for the festival of Moharam, shrine, mausoleum.
Iman, the head person.
In'am (Enam), rent free, a gift.
In'am-pastra, deed of gift.
"Ironyeshtew," Irish stew.
Ishtihâr, announcement.

Jaghire (Jagir), a grant to a person, or feudatory, called Jaghirdar, to hold the revenues of a district, and administer the government of it.
Jagna, to watch.
Jagree, coarse sugar.
Jain, a Hindu sect, half Buddhists.
Jaiphal, nutmeg.
Jalmandar, water pavilion.
Jama (Jumma), rental.
Jamahs, long gown worn by the Hindus and Muhammadans.
Jama-wasil-baki, periodical rental book
Jam-i-Jumsheed, a mirror in which the doings of the world are reflected.
Jamnawar, striped shawl.
Jangal (Jangul).- See Jungle.
Janjals, swivel gun—troublers.
Janjam, the thread worn by the Brahmans as a token of their caste.
Janmah, birth.
Janub, or dekan, south.
Jatra, wake or fair.
Jawab, warning, dismissal.
Jawar (Juwar, Jowari), millet, Indian corn.
Jazira, island.
Jeeras, the pits in nullahs.
Jehad, religious war.
Jemadar (Jam'adar), a native lieutenant.
Jhamp, a screen of bamboo and matting.
Jhappan, a sort of sedan chair, with curtain and canopy, which can be removed. For a journey *eight* bearers are requisite, with a head bearer, who steadies it, and holds an umbrella.
Jhingûr, cricket.
Jill-mill, Venetian blind.
Jim Khanah, gymnasium.
Johar, "Oh! warrior;" the Mahar salutation.
Jooti, boots.
Jorabs, Kashmir socks.
Jot, ploughland, tillage.
Jowari.—See Jawar.
Jubaz, a ship.
Juldee jao (pronounced "jow") or juldi chalao, go quickly, get on.
Jungle (Jangal), forest, waste or grazing land.
Jute, fibre grown in Bengal, for the Dundee market.

Kabobs, small pieces of cooked meat.
Kabuliyut, counterpart of a lease.
Kabuts, pigeon.
Kacha (Kuchcha, Cutcha), incomplete, rough, unripe.
Kachahri.—See Kutchery.
Kacheri (Kachahri), the office for public business, collectors' office.
Kainchi, scissors.
Kajawa, the seat on the camel.
Kal, yesterday.
Kalal (Kallah), distiller, spirit.
Kalam, pen; the disease which injures the tobacco plant.
Kalamdara, pen and ink stand.
Kalapani, "black water," transportation.
Kalasis, Lascars.
Kalee bhoy, black, rich soil.
Kallab-ghur, club.
Kaltar, estimate of standing crops.
Kambacht, luckless wretches.
Kamiz, shirt.
Kamra, chamber.
Kanah, dinner.
Kanats, the side pieces or walls of a tent.
Kankar (Kunkur, Konkur, Conkar) coarse limestone, gravel lumps, clay and sand, metal for roads
Kânta, fork.
Kanta, spur.
Kanungo (Canoongo, Canongeo), land registrar.
Kaprawallahs, clothmen.
Karanis, clerks.
Karkun (Carcoon), a clerk.
Kat, terra japonica.
"Katlets," cutlets.
Katodi, a tribe inhabiting the Shahyadri range.
Katrie, military caste.
Kawab, bread made like bannocks.
Kazi (Cazi, Cadi), a Mahomedan judge.
Khâgaz, paper.
Khalasi, tent pitcher.
Khalsa (Khalisa), the [government exchequer.
Khan, "Kawn," a native lord.
Khâna, dinner.
Khanat, wall of cloth for tents.
Khand, a sword.
Khandi (Candy), a measure equal to 20 maunds in Bombay or Madras.
Khansamah, head servant, butler.
Khari, salt water creek, docks.
Kharif (Khereef), the autumn or monsoon crop.
Kharita (Khureetu), a bag or letter.
Khasra, journal, field-book; Khusrah, field by field.
Khawand, lord-my.
Khidmutgar, a man servant.
Khillat, dress of honour.
Khind, a pass between hills.
Khira, cucumber.
Khirki, window.
Khud, valley.
Khurgosh, rabbit.
Kiladar, the commandant of a fort.
Kimia, alchemy.
Kinkob (Kimcob, Kimkhwab), silk fabric embroidered with gold and silver.
Kirbie (Karbi, Kurbi), the stalk of the joar, a kind of Indian corn; grass.
Kirum, the highest class among the Nairs.
Kisa, a hair glove.
Kishti, boat.
Kis-miss, small raisins.
Kist, Khist, instalment.
Koli, waterman.
Kolis, the fishermen, thieves, and watermen of the Gujrat (Guzerat) and the Konkan.
Kookeree, the knife used by the Goorkhas.
Korah, precipice.
Korbu, Muhammadan passenger.
Kos, or Coss, 2 miles.

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Kos (Sultan), 3 miles.
Kotaram, a palace.
Kotwal (Cutwal), native mayor, police inspector.
Konkanis, Brahmans living below the ghats.
Kriyas, the Hindu funeral obsequies.
Kshatriya ("chattri"), the warrior caste.
Kû-â, well.
Kubbah, a dome.
Kubbur, information.
Kuftgari, steel inlaid with gold.
Kuhm, order.
Kulkarni, accountants, chiefly Brahmans.
Kuls, ghats, family division.
Kumbhar, a potter.
Kumbi (Coonby), peasant, a farm labourer, farmer.
Khulafa, prince.
Kupra, clothes.
Kurban, a sacrifice.
"Kurkets," croquet.
Kusti, the cord of 72 threads worn by the Parsis.
Kutar, a broad bladed sword.
Kutcha, second rate.—See Kacha.
Kutchery, a court house.
Kutta, dog.
Kylas, heaven.

Lakh (Lac), a hundred thousand rupees = £10,000.
"Lall shrab," claret.
Lascars, native sailors.
Lat (Lath), pillar, ancient Hindu inscription pillars.
Lat Sahib, the governor general.
Logue (Log), people; hence Sahib-logue, gentlemen; memlogue, ladies.
Loha, iron.
Lohar, a blacksmith.
Loot (Lut), plunder.
Lota, pitcher, brass drinking vessel used by the Brahmans.
Luckia, a washerwoman.
Lumbardar (Numberdar), head man of village.
Lump, lamp
Lungi (Loongi, Longyee), a coloured cloth girdle wrapped round the body by the Muslims.

Machli, fish.
Madam Sahib, a lady in Bengal
Maghrib, west.
Magra, sulky.
Mahadeo, The Creator.
Mahajan, native banker, merchant, head man.
Mahar, messenger.
Mahar, scavenger.
Maharajah, Hindu king, "great king."
Mahars, a very low caste in Bombay, watchmen.
Mahaut, elephant driver, who sits on the animal's neck.
Mahima, great mother.
Mahina, month.
Mai, woman or mother.
Maida, the finest white flour.
Maistrie, carpenter.
Majra (Mazra), hamlet.
Makkhi, fly.
Makar, monster.
Mala, a garland, wreath
Malee, gardener.
Malguzar, holder of a government estate.
Mali, gardener.
Malik (Malak), master, landowner.
Mama, uncle.
Mamlatdar, district revenue office.
Mancheel, the curtained litter used at Goa.
Mandap, the canopy of an edifice.
Mandapam, porch in front of a temple.
Mang, scavenger.
Mannu, soil.
Manoteedar, money-lender.
Marubba, jam.
Masâlah, spices.
Masalchi, torch-bearer, scullion.
Masha (Masa), a weight=1-12th tola.
Mashûl-ghar, custom-house
Massik, goat skin for carrying water.
Massulah, a light boat used to pass through the surf at Madras.
Mathpati, the host of the jangams.
Matico, "soldiers' herb," which stops bleeding immediately.
Maund (Mân, Mûn), a measure equal to 82lbs. in Bengal; 24lbs. in Bombay=40 seers of 80 tolas.
Matador, head man of a village.
Mêh, snow.
Mehal (Mahal), a chiefship, estate
Mehtrani, a woman of the sweeper class.
Mela, fair.
Mem-sâheba-ke-topi, bonnet.
Mem Sahib, a lady.
Mewar, fruit.
Mêz, table.
Mhetri (Mihtar), head sweeper.
Mihrab, altar, arch.
Minha (Minhye), deduction.
Mir Adal, chief justice.
Mirasdar, heritor.
Mirasdars, hereditary proprietors
Mirg, deer.
Mirich, pepper.
Misl, record or file.
Misri, sugar.
Mithâi, sweetmeats.
Mithuranee, a servant.
Mizaj, disposition, whim.
Modikana, chandler's shop, commissariat.
Mofussil (Mofassil, Mufassal), interior, up the country.
Mogul (Mughal), applied to the Muhammadan emperors of the Mongol line.
Mohur, a coin; go'd piece of 30s.
Monsoon, the periodical fall of rain in India; from the Arabic "Mausim," a season.
Mooktar, muktyar, native attorney, law agent.
Moollah (Molla, Mulla), a Muhammadan lawyer.
Moolvy (Molevi, Maulavi, Molvi), a learned man or wali.
Moonshee (Munshi), teacher, secretary, writer.
Mopilla (Moplah), a caste.
Mor, peacock.
Mortt, a Toda hamlet.
Moti, pearl.
Mouza, village.
Mubarak-bashad, "may you be fortunate."
Muchhur, mosquito.
Muchie, fish.
Mufsid, troublesome fellow.
Mugh, a caste.
Muharram (Mohorrum), 1st month of Muhammadan year.
Muhurtta, auspicious moment.
Mukaddam (Mokuddum), a leader, village head man.
Mukkhan, butter.
Mukwar, a low caste in Malabar.
Mulana, schoolmaster.
"Mull," a Madras man.
Mun, a weight.—See Maund.
Munâl, pheasant.
Munsif (Moonsit), a 3rd class native judge.
Murdon, mean caste.
Murghi, fowl.
Murti, image in a temple.
Musal (Mashal), torch.
Mushrik, east
Musjid, mosque.
Mussamat, female.
Mutsaddi (Mootsuddy), clerk.
Mutka, a jar.
Muzghar, the centre room in an edifice.
Mya, illusion.

Naboh.—See Nawab.
Nag, the deadly cobra snake

Nagar, nagore, naggur, nuggur, nuggore (at the end of a name) is a town.
Nagar Cart, a cart on springs, drawn by bullocks.
Nahawi, village barber.
Naib, deputy.
Naik (Nayaka), the native corporal of a regiment.
Naikwad, Hindu messenger.
Nair, a caste.
Nakkarah, khanah, music room.
Nalki, a royal palanquin.
Nalkis, the state palkis, shaped like four-post canopies.
Namak, salt.
Namburies, a caste.
Nariyal, a cocoa nut.
Nasika, a nose.
Nauch (Nach), dance entertainment by native dancing girls.
Nautch girl, dancing girl.
Nautch people, acrobats, conjurors.
Nawab (Nuwaub, Nabob), deputy governor, viceroy.
Nawn, a jar.
Nazar (Nazr), sheriff, bailiff.
Nazuk, tender.
Nazzur.—See Nuzzur.
Niadis, an outcast Malabar tribe.
Niàdre, a caste.
Nihal, the low caste among the Gonds.
Nil-gao, or **Nilghau**, a bluish slate-coloured cow, similar in appearance to the elk.
Nim, a tree used as preservative against snake bites.
Nimak-haram, faithless, ungrateful.
Nimbo, lemon.
Nishan, a crest, coat of arms.
Nizam, a viceroy.
Nizamut Adawlut, criminal court.
Noya, illusion.
Nuddi, river.
Nugger (Nagore, Nagar), village.
Nullah, Nala, a mountain torrent, or watercourse.
Nurak, hell.
Nuzzur (Nazzur, Nasr), a fine; a present of fruit from an inferior, *accepted* by touching it, and *repaid* by a gratuity.

Oli, class.
Omedwan, petitioner.
Omlah (Amlah), native officer under a collector.
Oonth, camel.
Oostoora, razor.
Orhni, a wide muslin scarf thrown over the left shoulder, or worn over the head like a veil, by Muhammadan females.

Paddy, rice.
Padre Sahib, clergyman, minister.
Paelwa, flying.
Pagoda, a coin (3½ rupees=7s.); so called from having a temple on its face.
Pagul, a fool.
Pahâr, hill, mountain.
Pai-jamah (payjama), loose trousers.
Pailee, two quarts.
Pakka, ripe, baked, properly done.
P'alal, the Toda priests.
Palankeen (Palki), travelling conveyance.
Palkigari, a vehicle on carriage springs, and four wheels, all the same size; with a spare cushion inside, which turns into a bed. It is pushed and dragged by men.
Pan, leaf of the betel tree
Panchait (Panchayat, Punchayet), a court or jury of *five;* a village council; from Panch, Punch, five.
Panch-phul, five flower.
Panchotara, five per cent.
Pandhri, tax on trade in Central Provinces.
Pandit (Pundit), a teacher of Sanscrit.
Pani, water, the sea.
Panir, cheese.
Pant (Punt), a Brahman accountant or writer.
Panw, leg.
Par, limit beyond.
Para, village (at the end of a name).
Parbuttee, Siva's wife.
Pardahh, a veil, curtain.
Pariah, the low caste at Madras.
Parit, a village washerman.
Parsees (Parsis), Guebers, Fire Worshippers, Zoroastrians; a people who consider fire as the chief symbol of the deity.
Parwana (Purwano), a pass or permit.
Parwari, the low caste at Bombay
Pashmina, Thibet goat wool.
Patan, a descendant of Afghans.
Pathur, stone.
Patil (Patel, Pooteel, Potail), village headman.
Patla rassi, string.
Patna (Pattana, Pattan), a town; whence Patna, Puttun.
Patshala, village school.
Pattah (Patta, Puttah, Pottah), a lease.
Pattamar (Phatemar), a native sailing boat on the west coast of India.
Pattan, regiment.
Pattidar (Putteedar), joint holder of a share in a village.
Patwari, village accountant.
Paul, small tent without walls.
Peen, pin.
Peeshachas, demons.
Peishwa (Peshwa, Payshwah), the head prince of the Marath nation, the prime minister of the Rajas of Sattara.
Pekovil, "devil temple," the hut temple, erected to the names of the deceased.
Peon (Piada), footman, policeman, messenger.
Pergunnah (Pargana), district hundred.
Peshkar, revenue officer.
Peshkars, an agent, native officer under a judge in Bengal, next in rank to the Sarrishtadar.
Peshkash (Peishcush), tax, first-fruits, quit rent; offering from an inferior to a superior.
Peshkhidmat, henchman.
Petarrahs (Pitarrahs), square tin boxes for baggage, slung at each end of a bamboo, each bearer carrying two.
Petta (Peta, Pettah), native town, suburb, market place.
Pharman, "command me," the Holars' salutation.
Pharnivasi (Furnavees), public registrar, under the Marathas.
Phat, a smash, mess.
Phins, the name of the stone circles on the Nilgiri hills.
Phirni, ground rice boiled in milk to the consistency of arrow-root,
Phûl, flowers.
Phursen, the deadly little *kaju tatu* snake.
Pice (Paisa), a copper coin=1½ farthing; 4 pice=1 anna; 64=a rupee (2s.)
Pie=½d.
Pilau, cooked meat, with almonds, raisins, spice.
Pindarees, robber tribes subdued by Lord Hastings, 1815-7.
Pipa, cask, barrel.
Pir (Peer), old, a Muhammadan saint or recluse.
Pirich, saucer.
Pishwaz, a doubled-breasted coloured muslin gown, worn by Muhammadan females.
Pitrah, paternal ancestors.
Piyâla, cup.
Pleiades, called "Hen and Chickens" by Hindoos.
Poddar (Potadar), cash-keeper, money changer.

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Polygar (Palegar), sharcholder, landed proprietor, a native title in Madras.
Poojah (Puja), worship.
Pomelo, shaddock.
Pooran, a spastra.
Postin, sheep-skin cloak.
Prachi, eastern.
Prat (Prut), a copy.
Proa, a vessel.
Prudhan, prime minister.
Puchesco, a game like lotto.
Puchisei, a game played with markers on a cross made up of squares.
Pucka (Pakka), first rate or first class.
Puggaree (Pagri), a turban.
Pujari, a priest, a Brahman who recruits for pilgrims.
Punchayet, local committee.—See Panchait.
Punkah (Phankah, Pankha), fan or ventilator, suspended from the ceiling, or whisked about by a man to cool the room. It is pulled by a rope, which passes through a hole in the verandah, where the bearer sits who pulls it.
Pur, puri, puru, pore, poor, at the end of a name, is a city.
Purâana, old
Purasdar, portico of an edifice.
Purgunnah, an estate.—See Pergunnah.
Purdah, circuit.
Purohita, a priest, astrologer.
Puruama, the day of the full moon.
Purwari, outcast.
Pusht-ba-pusht, generation to generation.
Pussad, a sacred sweet.
Putra, son.
Pyaj, onions.

Qibala (Cibaleh, Kubbaleh), a deed of conveyance.
Qui-hy, a Bengal soldier or officer, so called from the number of servants employed in that Presidency who are summoned by the call, "Koi-hy."

Rabi (Rabbee), cold season, or spring, crop.
Ragi, a kind of millet.
Rail-ghur, railway station.
Rail-ke-tiket, railway ticket.
Raj, a kingdom, a chiefship.
Raja, a Hindu king or prince.
Rajbuha, a branch canal.
Rajput, the military caste, next in rank to the Brahmans, who give name to Rajputana.
Rakam, a writing, pass, rent.
Rakha, black-mail.
Rakshas, hairy monsters, ogres, flesh-eaters.
Raktwan, ink seller.
Ramazan, the Muhammadan month of fasting
Ramnoumi, Hindoo festival.
Ramosis, a tribe in the Dakhan, who act as watchmen, and are also *thieves*.
Randi, a virago.
Rani, the consort of a raja, a queen, princess.
Rao Bahadur, title of respect.
Rasadi, rateable.
Rasid, receipt.
Rassi, rope.
Rasta, road.
Rât (Ratri), night.
Rath (Rathah), a car.
Raw, king.
Rawâna, a pass (order to pass)
Rayat (Raiyat).—See Ryot.
Razinama, an acquittance.
Regimentdars, a native commissioned officer in the Mysore Horse.
Regur, a sandy soil.
Resham, silk.
Rezâi, a quilt.
Rhea, a nettle.
Rikâb, stirrups.
Risalahdar (Rissaldar), a native captain of a cavalry corps.
Rohillas, the people of Rohilkund, in Oude.
Rojnama, a day book.
Rooperee, silver cloth work.
Roti, bread.
Rubkari (Rubakari), memorandum, proceedings.
Rukhsat, leave to go.
Rûmâl, handkerchief.
Rupee, a silver coin = 2s.
Ruttee, a weight.
Ryot (Ryat, Raiyat), a government or peasant cultivator, small farmer.
Ryotwar, the Ryot system.

Sâbûn, soap.
Sadr (Sadar, Sudr, Sudur, Sudder), high, supreme.
Sadr Amin, or Sudder Omeen, native judge of 1st class.
Sadr Diwâni Adâlat, chief civil court of appeal (now High Court).
Sadr Nizamah Adâlat, or Faudjari Adâlat, chief criminal court (now High Court).
Safar, journey.
Saffa karro, made clean, re-instated.
Sag, greens.
Sagur (Saugur), sea or water.
Sahib, master, lord, a title given by natives to English gentlemen.
Sahib logue, the British or ruling people.
"Sahib," Kumshuner Sahib, the Commissioner. "Jaj Sahib," the Judge.
Sâhotrâ (Sâhootra), 6 per cent.
Sahu (Sahukar, Soucar, Showkar), a money dealer.
Sahukar, a banker.
Sair (Sayer, Sayar, Syer), balance; all imposts, besides the land tax; miscellaneous revenue
Sajji (Soojeematee), soda or barilla.
Sakti, a goddess.
Sal, a forest tree in the Himalayas.
Salaam, peace, at home, to wait on.
Salamee (Salami), quit-rent, present.
Sambarani, frankincense.
Sambat, an era.
Samp, snake.
Samvat (Sumbut), sun, a year.
Sanad (Sannad, Sunnud), written grant, letters patent.
Sandûk, box.
Saptani, 7th day of the month.
Sari (Sarhi, Saree), a piece of cotton worn round the waist, under the legs, and between the shoulders, by a Hindu female.
Sarkar (Sarakaru, Sircar, Circar), the government, state steward; also, a division, as the Northern Circars.
Sarpar, present, reward.
Sarpeshkars, a non-commissioned officer in the Mysore Horse.
Sarraf (Saraf, Shroff), money changer.
Sarrishtadar (Siristedar), registrar of a court.
Sarvans, camel drivers.
Sarzafardars, a commissioned officer in the Mysore Horse.
Sastra (Shastra, Shaster), a composition, scripture, work.
Sayer, custom.
Sayid, or Seyzid, Seyyed, Syud, descendant of the Prophet.
Seer (Ser), weight = 2 lbs.
Sepoy (Sipahi), the native soldier, marine, belted messenger.
Serai (Sarai), resting place, court, inn.
Seraing, chief boatswain.
Seth, village.
Seth (Sethi, Setya, Shetti), head trader.
Seventee, Christmas.

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Shah, "shaw," the title of the King of Persia, and of the old Mogul emperors; said to be a corruption of Cæsar.
Shahad, honey.
Shahr, a city.
Shalwar, long drawers.
Shâm, evening.
Shamilat, land held in common.
Shanars, a title in Southern India and Tinnevelli, palm tree climbers.
Shara (Shurra), the Muhammadan law.
Shasters (Shastras), sacred books. See Sastra.
Shaukh, thè large shells which the Hindus blow as horns.
Shemianah, canopy.
Sher, lion or tiger.
Sheristadar, a superior departmental officer.—See Sarrishtadar.
Shewallah, shrine, temple.
Shibundi (Seebandy), the soldier of a native auxiliary corps.
Shikar, game, sport
Shikari, native hunter.
Shiski, bottle.
Shiwalla, a Hindu temple.
Shola, a wooded dell, patch of jungle.
Shouk, whim, hobby.
Shroff, a banker, money changer. See Sarraf.
Shudra, the lowest Hindu caste.
Shumâr, number.
Shute-murgh, camel fowl.
Siah (Seha, Siyah), village account book.
Sicakai, acacia.
Sikh, disciple.
Silahdar (Silladar), a horse soldier.
"Simkin," champagne.
Singar-dân, dressing case.
Singh, horns or lion.
Singh rajah, lion king
Sir (Seer), hereditary land.
Sircar, a servant.
Sirdar (Sardar), noble, chief, chief bearer, head man.
Sirka, vinegar.
Sirkari-not, bank note.
Sirpesh, an aigrette of diamonds.
Sitaphal, a fruit.
Sitaree, a native guitar.
Siwai (Sewace), extra cess.
Siyahi, ink.
Sona, gold.
Sonar, goldsmith, jeweller.
Soneree, gold cloth work.
Soobadar (Subahdar), the governor of a province, a native captain, viceroy.
Sooi, needle.
Sooltani, supreme.
Soor, pig.
Soorwa, soup.
Sotee, stick.
Sou, gold.
Sowar (Sawar, Suwar), a native trooper, dressed in green and scarlet, with long spear in the hand.
Sowkar, merchant.
Subah, a province.—See Soobadar.
Subhar, morning.
Sudder Adawlut (Sudder Ameen, Sudder Dewanny).—See Sadr.
Sudkah, alms.
Sudra, "Shudar," "Shudra," the lowest or servile caste.
Suggi (sooguy), second rice crop.
Suji (Soojee), flour, wheat.
Suniasi, religious mendicant.
Sunnud.—See Sanad.
Supari tree, areca or betel nut palm.
Suralee (Surahi), water bottle, goblet.
Sûraj, sun.
Surwa-basan, soup-plate.
Surya Bai, sun lady.
Sutar, carpenter.
Suttee (Sati), the burning of a Hindoo widow with her deceased husband; suppressed since 1829.
Suwarna, golden.
Syce (Sais, Sases), a groom.
Syud, a descendant of the Prophet.

Tahsildar, a native collector of revenue.
Tainbole, betel man.
Taj, a crown, giving name to the superb mausoleum at Agra.
Takavi, an advance or loan.
Takiya, pillow.
Tâl, halting place, lake.
Talab, wages.
Talari, watchman.
Tallabs, or talab, wages.
Taluk (Talook, Taluq), a hundred, district, or division of a province.
Talukdar, one who farms a district from government.
Tambâkû, tobacco.
Tamûncha, pistol.
Tanar Naimar, a class of Nairs, tailors.
Tank, well or reservoir.
Tanna, guard house, police station.
Tapal (Tappal, tappa), station for post or palanquin bearers; post office, delivery of letters; also head of a gang.
Târâ, stars.
Tarafa, ferry boat.
Taragon, a class of Nairs, weavers.
Târ-bijli, electricity.
Tarbuja, melon.
Tar-ghûr, telegraph-office.
Tari (Tadi, Toddy), spirit from cocoa nut.
Tarli, a sardine.
Tashil (Tehseel), a division in the Punjab.
Tats, walls of thatch.
Tatti, matted screens of sweet scented grass *(kas)*, fitting the doorway, on the side the wind blows. They are kept constantly sprinkled with water, to promote evaporation and cool the apartment.
Tattû, pony.
Teir, caste.
Têl, oil.
Teli, oilman.
Teppa, a raft.
Teriris, the Toda temples.
Thailee, bag, purse.
Thana (Tannah), station, military post, under a thanadar.
Thanadar, native chief of police.
Thakur (Thakoor), a noble, a chief, an idol.
Thickadar (Teeckadar), farmer, middleman.
Thug (Thag, Thak), a tribe of robbers and assassins.
Thukar, bard.
Tiffin (Tiff), luncheon.
Tik, right.
Tindal (Tandel, Tandelu), boatswain's mate.
Tinwallah, tinman.
Tip, note of hand, inventory.
Tirth, place of pilgrimage.
Titur, partridge.
Tobah, an exclamation of astonishment.
Toddy.—See Tari.
Tokree, basket.
Tola, a weight, a rupee's weight.
Tom-tom, native drum.
Tonjon, a kind of chair, with a hood for one person, borne by four men.
Tôpê, hat.
Tôpî, hat. Chota tôpî, cap.
Tosha-kana, treasury account.
Totâ, parrot.
Topu (Top, Tope), grove of fruit trees.

Travellers' bungalow, a one-storied building, with verandahs, containing two sets of apartments, one large room, with one or two cane bedsteads; a smaller room; bath room with *chattis* full of water. A butler, bearer, and sweeper are attached to each.

Tsamhar, cobbler.

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Tuccavi, or Succavi, government advance to make wells.
Tudas (Todas), one of the Nilgiri hills.
Tugultis, dangerous quagmires on the Nilgiri hills.
Tulwar, a sword.
Turbat, a tomb.
Ture, garlands.
Turkari, vegetables.
Tyeur, I am ready.
Ty-khana, vault beneath a dwelling.

Udhar (Oodhur), assessment in the lump.
Ujar (Ujad), a desert.
Ukkudi (Oolkoody), permanent tenant.
Ullû, owl.
Ulta pulta, upside down.
Urbad, a pettyMuhammadan chief
Urdu, a camp; also the mixed Hindi and Persian formerly spoken at court, and now by Mahometans generally.
Uttar, night.

Vakil (Vakeel, Wakeel, Wukeel, Vaqueel), envoy, pleader, attorney.
Vazeepho (Wazifa), pensior, quit-rent.
Vazir, a prime minister.
Veda, sacred book. The four Vedas are the sacred books of the Hindus.
Veisya, "veish," the trading and agricultural caste.
Vihara, a cell in a monastery.
Villlam, a class of Nairs, farmers.
Vimana, a sacred shrine, a holy vehicle.
Vizier (Wazir, Wuzeer), prime minister.
Vonth, camel.
Vostoora, razor.

Wad, an Indian fig.
Wafat, death.
Waghuakh, a Maratha weapon, like a tiger's claw.
Wahi (Wyhee), account book.
Wali, supposed prophets, who keep themselves secluded from the world.
Wallah, a man; as Dinghy Wallah, boat-man.
Wallakatra, a class of Nair barbers.
Wallatera, a class of Nair washermen.
Waman, a dwarf.
Wand, a village of temporary huts.
Warali, a tribe in the North Konkan.
Wattakatta, a class of Nair oil-makers.
Weskar, gate-keeper.
Wutz, Indian steel.

Yatra (Jatra), pilgrimage.
Yoghi (Bairaghi), a Hindu religious mendicant.

Zabbardast, tyrannical.
Zabitch, old custom.
Zafardar, a non-commissioned officer in the Mysore Horse.
Zalim, tyrant.
Zamburaks, swivel guns.
Zamindar (Zemindar, Zumeendar, Jamindar), a landed proprietor; from Zamin, earth.
Zenana (Zazana), the ladies' apartments, females of the family.
Ziar, a low caste of Malabar.
Zidd, spite, revenge.
Zillah (Zila, Zelah), the district of a circuit judge, collectorate, province, tract.
Zin, saddle.
Zindah, living.
Zor Lugao, put on strength.

"As from Cutcherry home I spin,
Worn with the ceaseless rout
Of mooktars quarrelling within
And omedwans without,

My servant catches from afar
The mandate, Juldee jao!
Hullo there! brandy, kitmutgar,
Bellattee pawnee lao."—

TREVELYAN'S *Competition Wallah.*

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A VOCABULARY OF ENGLISH & HINDOOSTANEE.

RULES FOR THE PRONUNCIATION OF HINDOOSTANEE.

The etters must be uniformly pronounced, thus:—

a must be always sounded as *a* in the word *all* (very broad and full).

ă, when it has the short prosodial mark, is to be sounded like the *u* in *tub*, described below.

ai as *i* in fine.

au as *ow*.

e as the *e* in *there*.

ee as *ee* in *see*.

ge, gi, always hard.

i as the *i* in *bit*.

o as the *o* in *so* (very broad).

oo as the long *oo* in *soon*.

ŏŏ must have the short sound of the *oo* in *foot*.

ow as *ow* in *cow*.

u as the *u* in *tub*.

y as the *y* in *my*; unless it be followed by a vowel when it has the consonanta. power of *y* in *young*.

zh like French *j* in *jour*.

The consonants are to be pronounced as in English, with the following exceptions:—

g must always be pronounced with the hard sound which it has in the words *go, give:* never with the soft sound which it has in the word *gentle*.

t, d, r, when found throughout the following pages in a different type to the rest of the word (as an italic among Roman letters, or a Roman letter among italics), are *cerebrals*. These cerebral letters have a harsh pronunciation peculiar to the natives of India, and are sounded with the tongue pressed against the back part of the roof of the mouth instead of the teeth.

kh, when in a different type from the rest of a word is sounded like the guttural *ch* in German, or in the Scotch word *loch*.

p-h is not to be pronounced like *f*; but the two letters retain their proper sound, as in the middle of the word "uphill."

t-h is not to be pronounced like the same combination in the English words *this* or *thing*; but the letters retain their separate sound, as in the middle of the word "outhouse."

ck is employed to represent the sound of a letter pronounced deeper in the throat than the common *k*.

gh, in different type from the rest of the word has the sound of the Northumberland *burr*. This guttural sound bears the same relation to the hard *g*, which the guttural *kh*, above described, bears to *k*.

gn, in a different type from the rest of the word has the slight sound of the French nasal *n*. It is more delicate than the *ng* in *king*.

An apostrophe (as in the words *'ilm, ni'mut, tusdee'*) indicates the occurrence of the Arabic letter *ain*, for which there exists no equivalent in any European language. Its peculiar guttural sound has been compared to "the voice of a calf calling to its mother."

A

To abandon, chhor
To be able, suk
To abolish, mowckoof kur
About (around), aspas, gird
——— (respecting), huckck men, babut men
Above, oopur
Abuse, galee, *f*
According to, ke mŏŏwafick
On account of, ke waste
Accounts, hisab
——— (news), *ukh*bar
Across, par; D. pylewur
Advice, năseehut, *f*
Affair, kam, bat, *f*
After, peechhe
Again, p-hir, p-her
Age, ŏŏmr, *f*
To take aim, shust-le
Air, hăwa,
Alike, bărabur
All, sub, sara
Alligator, mugur
Almond, badam
Almost, nuzdeek ckăreeb
Alms, bheekh,
Aloe (tree), gheekŏŏwar
—— (wood), 'ood
—— (drug), elwa
Alone, ăkela
Already, ubhee; D. ăbeech
Also, bhee
Always, hămeshă
Ambush, dăba; to lie in ambush, dăba-marna

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Among, men, ke beech
And, ow r
Angry, *khāfa*
Animal, janwăr
Another, owr, doorsa
Answer, jăwab
Ant, choontee; D. *chŏŏmtee*
White ant, deemuk, *f*
Any, koee, kŏŏchh
To appear, năzăra; D. dis
To apply, lăga
Apology, 'ŏŏzr
Arm, bazoo
Arms (weapons), huthiyar
Army, lushkur, fowj, *f*
To arrive, p.hŏŏnch
Arrow, teer
As, jysa, jis-tărăh
Ashamed, shurmindă
Ashes, rakh *f*
To ask, poochh
To ask for mang, munga
Ass, gudha
Assembly, mujlis, *f*; D. jămaora
Assistance, mădăd, *f*
Astonished, ghabra
Aunt (paternal), p-hoophee, *f*, chăchee, *f*
Aunt (maternal), *khala*, *f*, mŏŏmnaee, *f*
Awake, jugta, bedar
To awaken, jăga
Axe, kŏŏlharee, *f*
Axle-tree, meroo

B

Back, peet-h, *f*
Backwards, peechhe
Bad, bŏŏra, *khărab*, bud
Bag, t-hylee, *f*
Baggage, saman, sărunjam, usbab
Baker, rotee-wala, nanbaee
Ball, golee. *f*
Bamboo, bans
Barber, naee, hujjam
Barrel, peepa
——— (of a gun), nal, năllee, *f*
Basket, tokree, *f* pitaree, *f*
Basin, chilumchee, *f*
Bat, chumgeedur; D. gădăl
To bathe, năha
Battle, lăraee, *f*, jung, *f*
Bayonet, sungeen, *f*; D. săneen
To be, ho
Bear, reechh, bhaloo
To bear, ŏŏt-ha, săh
Beard, darhee, *f*
Bearer (of the palkee), kahar
To beat, mar
Beautiful, *khoob-soorut*, sŏŏndur
Because, kyoonki, is-waste-ki
To become, ho-ja
Beer, booza
Bed, bichhana, bichhowna charpaee, *f*, khat, *f*
Before, age
Beggar, bhikaree, făckeer, găda
To begin, lug
Behind, peechhe
To believe, man, bawărkur
Bell, ghunta; small bells worn on the ankles by dancing girls, ghŏŏngroo
Belly, pet
Below, neeche
To bend, nihŏŏra
Betel (leaf), pan, tumbol
—— (nut), sŏŏparee, *f*
Big, băra
Bill (of a bird), chonch, *f*
—— (of exchange), hŏŏndee, *f*
To bind, bandh
Bird, chiriya, *f*
Bit (piece), tŏŏkra
To bite, kaț, dus
Bitter, kurwa
Black, kala
Blacksmith, lohar
Blanket, kumrnul, kumlee *f*
Blind, undha
Venetian blind, jhilmil, khirkee, *f*
Blockhead, be-wŏŏckoof
Blood, lohoo
To blow (as wind), băh
——— (as a flower), khil, p-hool
To blow (with the breath) p-hoonk
——— (the nose), sinuk; D. chhinuk
Blue, neela
Blunt, kŏŏnd, bhota
Boat, nao, *f*, kishtee, *f*, D. purwa
Body, bădun, ang
To boil (*neut.*) ŏŏbn; (*active*) ŏŏtsl. Examples—'Panee ŏŏbalo,' boil water; 'panee ŏŏbulta hy,' the water is boiling
Bone, hudd*ee*, *f*
Book, kitab, *f*
Boots, moze
To be born, pyda-ho
Both, dono. hur-do
Bottle, sheeshă
Bow, kăman, *f*
Box, sundoock; (small), sundoockchă, dibbee,
Boy, lurka, chhokra
Bracelet, bazoo-band, kungun, bungree, *f*
Brain, dimagh
Branch, dalee, *f*
Brass, peetul
Bread, rotee, *f*
To break, tor
Breakfast, hazeree, *f*, nashtă
Breast, chhatee, *f*
Bribe, rishwăt, *f*
Brick, eent, *f*
Bride, dŏŏlhun, *f*
Bridegroom, doolha
Bridge, pŏŏl
Bridle, lăgam, bag, *f*
To bring, la, le-a
Broad, chowra, păhna
Broom, jharoo
Brother, bhaee
Brother-in-law, sala
Brown, bhoora, ooda
To brush, jhar
Bucket, dol
Buckle, chupras,
Buffalo, bhyns, *f*; D khŏŏlga
——— (wild), ărna
Bug, khutmul; D. mukhoon
To build, buna
Bullet, golee, *f*
Bullock, byl
To burn. (*neut.*) jul; (*active*) jula. Examples—'Ag *khoob* jultee hy,' the fire burns well; 'yih kaghuz julao,' burn this paper.
To burst, p-hoot ja
To bury, gar, dufun-kur
Bush, jharee, *f*; D. jhŏŏrŏŏp
Business, kam
But, pur, lekin
Butcher, ckussaee
Butter, mukkhun; D. muskă
Button, ghŏŏndee, *f*
Button-hole, hulckă, p-hălee. *f*
To buy, mol-le

C

Cabbage, kărum, kărumkulla
Cage, pinjra
Calf, buchhra
To call (name) kăh
——— (summon), bŏŏlă, mang, munga
Camel, oont
Camp, părao, lushkurgah
Candle, buttee, *f*
Cane, bed, *f*
Cannon, top, *f*
Cannon-ball, gola
Care, *khăbur*, *f*, purwa,
Carpenter, burhăee
Carpet, bichhawăn, *gha*.leechă
Carriage, garee, *f*
To carry, le-ja
Carrot, gajur *f*
Cartridge, tonta; D. *tota*
Cartridge-box, toshdan, dibbee, *f*
Cat, billee. *f*, billa
To catch, păkur
Cause, subub
Cavalry, săwar, tŏŏrksuwar
To cease, mowckoof-ho
To make to cease, mowckoof-kur
Ceremony, tăkullŏŏf (manner), rusm, *f*
Certainly, ulbuttă
Chain, zunjeer, *f*
Chair, kŏŏrsee, *f*, chowkee, *f*
Chak, khăree-muttee
Chamber, kot-hree, *f*
To change, budla
Cheap, susta
Cheat, *t*-hug, dugha-baz, nutkhut
Cheek, gal, rŏŏkh; D. nukhshară
Cheese, păneer
Chess, shutrunj, *f*
To chew, chuba
Chicken, choozâ
Child, buchchă lurka lurkee, *f*; D. nhunwad
Chin, *t*-hŏŏddee, *f*
To choose, pusund-kur, *ikhtiyar* kur
Cieling, chhut, *f*
Circle, ghera, hulckă
City, shăhr, nugur
Clean, saf
Clever, chăłŏŏr, ckabil
To climb, churh
Cloak, baranee, *f*, lăbadă
Clock, ghăree, *f*; D. ghăriyal
Cloth, kupra
Cloud, budlee, *f*; D. ubhal
Clove (spice), lowng, *f*
Coat, kŏŏrta, kŏŏrtee, *f*; D. kŏŏrtă
Cock, mŏŏrgha
—— (of a barrel), *tontee*
—— (of a gun), ghora
Cocoa-nut, nariyă
Coffee, ckăhwă
Cold (*adj.*), t-hunds, *sar*

Cold (*subst.*), *t*-hund, *f*, *t*-hundee, *f*
——(a cough), surdee, *f*. zŏŏkam
Collector (of revenues), tăhseel-dar, ămul-dar
Colour, rung
Comb, kunghee, D. kungoee, *f*
To come, a
Complaint, furyad, *f*
To conceal, chhipa
Conduct (behaviour), sŏŏlook
Contempt, hickarut, *f*
Content (*adj.*), razee
Contrary, *kh*ilaf
Cook, bawurchee
Copper, tamba
Coral, moonga; D. gŏŏlee, *f*
Coriander, dhuniya
Cork, *t*-hepee: D. ghu*tt*a
Corn, unaj, *gh*ullă
——(on the toe), ghu*tt*a
Corner, kona
Cotton, rooee, *f*
——(plant), kupas, *f*
——(*adj.*) sootee
To cough, kha*n*s
To count, gin
Country, mŏŏlk, des
——(opposed to town), mŏŏfussal
Counterpane, pulungposh
Court (hall of audience, &c.), durbar
Court-yard, angun, ukha*r*a
Cover, *d*hukna, *d*huknee, *f*
To cover, *d*haak, *d*hamp
Cow, gae, *f*
Coward, namurd, *d*urpokna
Crab, kek*r*a
Cradle, hin*d*ola
Cream, mulaee, *f*
Creek, kharee, *f*, kol
Cresses, helim
Crime, tuckseer *f*, gŏŏnah, pap
Criminal, tuckseerwar, gŏŏnahgar, papee
Crooked, te*r*ha; D. binga
Crow, kuwwa
Crowd, bheer, *f*, juma'ut *f*, ghol
Cruel, sungdil
To cry (shout), pŏŏkar
——(weep), ro
Cucumber, kheera
Cup, piyală, kntora
Curds, duhee, *m*
Cure, shufa, *f*, 'ilaj
Curry (the dish), alun, ckullyă
Curtain, purdă, chil-
Custom, dustoor [wun, *f*
Customs (duty or tax), *kh*uraj, muhsool
Custom-house, chowkee *f*
To cut, kat
Cymbals, jhanjh, *f*

D

Dagger, ku*t*ar, peshckubz
Damage, nŏŏcksan
To dance, nach
Dancing-girl, kunchunee *f*
Dancing-boy, bhugtiya
Danger, *kh*utră, *d*ur
Dark, undhera; D. undhara
Date (epoch or time), ta reck*h*, *f*
——(fruit), khujoor
Daughter, be*t*ee, *f*
Day, din, roz
Dead, moon, mura
Deaf, buhra; D. bora
Dear (expensive), muhunga
——(beloved), pyara
Death, mowt, *f*
Debt, ckurz, ŏŏdhar
Deceit, dhokha
Deed (act), kam, kaj
——(written), ckubală, dustawez, *f*
Defect, chŏŏsoor, chook
Delay, der, tăwuckckŏŏf
To deny, inkar-kur, mŏŏkur
Depth, guhraya; D. *d*ongan
Desert (wilderness), băyban, wyran
To desert (run away), boag, nha*t*, na*th*
Deserter, bhugo*r*a firaree, nhateo
To despise, huckeer-jan
Destiny, tuckdeer, *f*, ckismut, *f*, nuseeb
Devil, shytan
——(a relish eaten with wine, &c.), guzuk *f*
Devotee (Mahommedan), făckeer, ckulundur
——(Hindoo), jogee, tupussee, sunyasse, byragee
Dew, os, *f*
Diamond, heera
To die, mur, mur-ja
Difference, furck
Difficult, mŏŏshkil, bharee
To dig, khod
Dignity, hŏŏrmut, *f*, 'izzut
Dirty, myla
Dish, rikabee, *f*, *t*-halee, *f*
To dismiss (turn off), burturuf-kur, mă'zool-kur
——(a meeting), bur*kh*ast-kur
——(a suit at law), mar-de
Dispute, tukrar, *f*, tun*t*a, mŏŏbahăsă
To dissolve (by fire), gul; (*active*) gula
——(in water), ghol; (*active*) ghŏŏla
Distance, dooree, *f*, tăfawŏŏt, *f*
Distant, door
Disturbance (riot), hungamă, dunga hŏŏllur, shor; D gu*r*bur
Ditch, *kh*unduck
To dive, *d*oob, *gh*otă-mar
Diversion, tumasha
To do, kur
Doctor (physician), hukeem, tubeed
——(learned man), mŏŏlla, pun*d*it
Dog, kŏŏtta
Don't, mut; D nukko
Door, durwazâ, kewar
Double, doona, dohra; D dŏŏgŏŏna
Doubt, shukk, gŏŏman
Down, neeche, tăle
To draw (pull), khynch, tan
To draw (sketch *or* paint), likh, khynch
Dream, *kh*wab, supna
Dress, poshak, *f*, kupre
To dress, puhin; D pen
To drink, pee
To drive away, hank; D hukal
Drop, boond, *f*, ckutră
To be drowned, *d*oob-ja, *gh*urck-ho
Drum, *d*hol, tumboor
——(small), *d*holuk, *f*, pukhawuj, *f*, tasă
Kettledrum, nuckckară, *d*unka
Drunk, mutwala, must; D su*r*uk
Dry, sookha
Duck, but, *f*; D budu*kh*, *f*
——(wild-duck), mŏŏr *gh*abee, *f*
——-(Brahminee duck), chukwa
Dumb, goonga
Dust, dhool, *f*, gurd
To dye, runga
Dyer, rung-rez

E

Each, hur-ek, ek-ek
Ear, kan
Early, să'were, buree-fujr
Ear-ring, jhŏŏmka, bala, kurnp-hool
Earth, mi*tt*ee, *f*, zumeen, *f*
East, mushrick, poorub
Easy, asan, sulees, hulka
To eat, kha
Ebony, abnoos
Eclipse, guhun
Edge (of a weapon), dhar
——(of a river, &c.), kinară
Effect, usur
Egg, un*d*a
Elbow, kohnee
Elephant, hat hee, hatee
Elephant-keeper, muhawut
Elephant-saddle, howdă 'umbaree, *f*
Elk, părăsinga, sambur
Embroidery, chikundozee, *f*, zur-dozee, *f*, nuckckashee, *f*
Emerald, zŏŏmŏŏrrŏŏd
Empty, *kh*alee
Enamel, meena
End, sira, a*kh*ir
To endeavour, să'ee-kur
Enemy, dŏŏshmun
Enough, bus
To entice, fureb de
Entirely, bil-kŏŏll
Envy, husud, D chŏŏrus
Epaulette, jhubba
Equal, burabur
Error, *gh*ulutte, *f*
Evening, sham, *f*, sanjh
Ever (at any time), kubhee, kudhoo
——(at all times), humeshâ
Eunuch, *kh*ujă
Every, hur, hur-ek
Examination, tujweez, *f*
Except, siwa, siwae, bu*gh*yr, mugur, bin
In exchange for, ke budle
Excuse, 'ŏŏzr
Exercise, kusrut, *f*, wurzish, *f*
——(military), ckuwa-ld; D wursa
Expense, *kh*urch
Experience, tujribă
To explain, băyan-kurbutla
To extinguish, bŏŏjha
Eye, ankh
——(of a needle), naka
Eye-ball, pŏŏtlee, *f*
Eye-brow, bhow*n*

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Eye-lash or lid, puluk

F

Face, mŏŏn; D mon
To faint, *ghush*-kur, be-hosh-ho
Faith, eeman; D putiyara
——— (religion), muz-hub
Falcon, baz
To fall, pur
False, jhoot-ha
Family, ghurana
Fan, punkha
Far, door
Farrier(horse-shoer), nă'l bund
——— (horse-doctor), saloturee
Fast (abstinence from food), rozŭ
—— (quick), juld
——-(firm), muzboot, kusa
Fat *(adj)* mota
—— *(subst)* churbee, *f*
Fate, tuckdeer, *f*, ckis-mut, *f*
Father, bap
Father-in-law, susŏŏr
Fatigue, mandugee, *f*
Fault, tuckseer, *f*
Favour, mihrbanee, *f*
Fear, *dur*
To fear, *dur*
Feast, ziyafut, *f*
Feather, pur
To feed, khila
To feel, chhoo; D chhe
Female, madă
Ferry, ghat
Festival (holiday), 'eed, *f*, purub
Fetter, beree, *f*
Fever, tup, *f*
A few, t-hore, kŏŏchh, do-teen
Fiddle, sarindă
Fidelity, wufa-daree,
Field, khet
Fig, unjeer
A fight, luraee, *f*
To fight, lur
File, sohan
To fill, bhur
To find, pa
The sense of this verb is frequently expressed by the aid of 'mil' meet, which is a neuter verb, and must agree with the thing found, and put the finder (if expressed) in the dative. Example='ŏŏi bustee men khane ke-waste koee cheez hum-ko milegee?' shall we find any thing to eat in that village?)
Fine (delicate), bareek
—— (penalty), *dand*
Finger, ŏŏnglee, *f*
To finish, tumam-kur
Fire, ag, *f*; D. ungar
To fire a gun, chhor, mar dagh
Fire-fly, jŏŏgnee, *f*; D jigna
Fireplace, chooiha
Fireworks, atish-bazee,
First, puhla, p-hyla; D pylun
Fish, muchhee, *f*
Fish-hook, shust, *f*; D gul
Fisherman, muchhulhar
To fit, *t*-heek lug, mŏŏ-nasib ho, p-hub
To fix, luga
Flag, jhunda, nishan
Flame, anch, *f*, shŏŏ'lă
Flat, burabur, chupta
Flattery, p-hŏŏslao
Flesh, gosht
Flint, put-huree, *f*
Flock (herd), gullă; D munda
Flour, mydă
To flow, buh
Flower, p-hool
Flower-pot, chungeree,
Flute, bunsee, *f*
Fly, mukkhee, *f*
To fly, ŏŏr
Foam, kuf, *f*
Fodder, chară
To fold up, lupet, tuh-kur
To follow, peechha-kur
Folly, be-wŏŏckoofee,
Food, khana
Fool, be-wŏŏckoof
Foot, paon
For, ke-waste
To forbid mună'-kur
Force, zor
Ford, ghat; D. reo
Forehead, mat-ha, pesha-nee, *f*
Foreign, purdesee, ujnu-bee
Forest, jungul
Forged (counterfeit), tu-ghulloobee
To forget, bhool
To forgive, mŏŏ'af-kur
Fork, kanta
Formerly, age
Fort, ckilă, gurh, kot, dŏŏrg
Fortune, bukht, nuseeb
Forwards, age; D. ugarce
Foundation bŏŏnyad, *f*
Fountain, chushmă; D jhura
Fowl, mŏŏrgh, mŏŏrghee, *f*
Fox, lom ree, *f*
Frame (wooden), chow-kut-h
——— (of a house), *t*-hat
Fraud, dugha, *f*, heelă
Free, azad
Freedom, azadee,
Fresh, tazŭ
Friend, dost
Friendship, dostee, *f*
To frighten, dura
Frog, menduk
From. se; D sitee, son
Front, samna, aga
Fruit, p-hul, mewă
To fry, bhoon
Frying-pan, kurahee, *f*
Full, bhura
Fun, tumasha
Funnel, chonga; D gula
Furnace, bhut-hee,
Furniture, usbab, saman
Future, ayindă
Fye! chhee, towbă, ŏŏf

G

Gain, nufă'
Game (at dice, cards, &c.), jooa
—— (animals of chace), shikar
Game-cock, useel-mŏŏrgh
Gamester, joŏwaree
Garden, ba
Kitchen-garden baree, *f*
Flower-garden, p-hŏŏl-waree, *f*
Gardener, malee
Garland (of flowers), mala
Garlick, luhsun
Gate, durwazŭ; D bhur-kul
To gather, jumă'-kur
Gentleman, murde-ad-mee, sahib, surdar
Gently, ahiste, aste; D hulloo
To get, pa. (*See* Find.) D unpur
Gimlet, burma
Ginger (green), udruk, *f*
——— (dry), sont-h,
Girl, lurkee, *f*
To give, de
Glad, khŏŏsh, shad
Glass, sheeshă
To glitter, chumuk
Glove, dustană
To go, ja, chul
Goat, bukra; D. chhcla
God, *Khŏŏda*, Ullah
Gold sona D. sŏŏna
Goldsmith, sŏŏnar
Good, uchchha
Goose, ckaz
Gourd, kuddoo
Government, hŏŏkoomut, *f*
Gown, peshwaz,
Grain (corn), unaj
—— (single grain), dana
Granary, kot-hee; D. *dhigar*, *f*
Grandfather, dada
Grandmother, dadee,
Grandson, pota
Granddaughter, potee,
Grape, ungoor
Grass, ghas
Grasshopper, *tidda*
Grateful, huckck-shinas
Gratis, mŏŏft
Grave, gor, *f*
Gravel, kunkur
Great, bura
Greedy, laichee
Green, hura
Greens (pot-herbs), sag
Grief, *ghum*
To grind, pees
Groom, sâees
Groove, seenka; D. khul
Grove, bagh. (Top' is also much used in this sense, although not, properly speaking, a Hindoostanee word)
Ground, zumeen, *f*
To grow, ŏŏg, Burh
Guard (of soldiers), chow kee, *f*
——— (sentinel), cho keedar; D. para
Guava, umroot; D. jam
Guide, hurkară
Guitar, sitar
Gum. gond,
Gun, bundoock, *f*
Gunpowder, baroot,

H

Hail, ola; D. ga
Hail, bal
Half, adha
Hall, dalan
Hammer, hut-howree,
Hand, hat-h
Handful, mŏŏt-hee, *f*
Handkerchief, roomal
Handsome, *khoob*-soorut
To hang, (*neut.*) lutuk (*act.*) lutka
——— (execute), p-han-see churha
Happy, *khŏŏsh*
Hard, *sukht*; D. *ghut*
Hare, *khur*-gosh
Harness, saman, saz
Harvest kutaee, *f*

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To make haste, juldee kur; D. begee kur
Hat, *topee*, *f*
To have, rukh ('To have' is usually expressed with the aid of the verb 'to be,' like the 'est mihi' of the Latin; so, 'I have a book,' is expressed by 'mere pas ek kitab hy,' or, 'mŏ̆jhho ek kitab hy.' —'You have a pen?' or, 'have you got a pen?' 'tŏ̆mhare pas ek ckulum hy?' or, 'tŏ̆jhko ek ckulum hy?')
Hawk, jŏ̆rra, baz
He, wŏ̆h; D. o
Head, sir
Health, sihhut, *f*, 'afiyut
Heap, *dher*; D. *dhigar*, *f*
To hear, sŏ̆n.
Heart, dil
To get by heart, yad-kur, uz-bur-kur
Heat, gurmee, *f*
Heaven, bihisht, *f*
Heavy, bharee
Hedge, bar, *f*
Heel, *eree*, *f*
Height, oonchaee,
Hell, dozu*kh*
Helm of a ship, sŏ̆ŏkkan
Help, mudud, *f*
Hemp, bung, *f*
Hen, mĕ̆ŏr*ghee*, *f*
Here, yuha*n*
Hesitation, wuswas
To hide, chhipa
High, ooncha
Hill, puhar; D. *dongur*
Hinge, nurmadă
To hire, kirayă kur
His, ŏ̆ŏska
Hog, soo*ă*r, soor
To hold, pukur, rukh
To hold (contain).—'How much does this hold?' 'is men kitna sumata?' (*literally*, how much is contained in this?)
Hole, soora*kh*; (a rent), p-har
Hollow, *kh*alee
Honest, suchcha, diyanutdar
Honey, shuhud
Hoof, sŏ̆ŏm; (cloven), khŏ̆ŏr
Hook, ankre, *f*
Hope, ŏ̆mmed, *f*
Horn, seeng
Horse, ghora, ghoda
—— (black), mŏ̆ŏshkee
Horse, (white), sŏ̆ŏfed
—— (gray), sŏ̆ŏr*kh*a
—— (bay), kŏ̆ŏmyt
—— (chesnut), sumund
Horse-shoe, nă'l
Hot, Gurm
Hour, ghunta, ghuree, *f*
House, ghur
How? kisturuh?
How long? kub-tŭk?
How much? kitna
Hubbub, hurburee, *f*; D. gurbur
Hungry, bhookha
To hunt, shikar-kur
Hunter, shikaree
Husband, *kh*asum
Hypocrisy, riya, *f*, mukr
Hypocrite, mukkar

I

I, myn
Ice, burf
Idea, *kh*ăyal
Idle, sŏ̆ŏst
Idol, moorut,
If, ugur, jo
Immediately, ubhee; D. ubeech
Impossible, mŏ̆ŏhal, unhona
Improper, na-mŏ̆ŏnasib
Impudent, *dh*eet-h
In, men
Income, amdunee, *f*
To increase, (*neut.*) burh; (*act*) burha
Indeed, tuhckeeck, such
Indigo, neel
Industry, mihnut, *f*
Infantry, pydul, piyade
Inferior, kumtur
Infidel, kafir
To inform, *kh*abur-de
Inhabitant, sakin
Ink, siyahee, *f*, rowshnace, *f*
—— (red), sŏ̆ŏr*kh*ee, *f*
Inkstand, duwat, *f*
Inn, munzil, *f*
Insect, keera
Insipid, p-heeka
Insolent, gŏ̆ŏstă*kh*
Instead of, ke-'iwuz
Instrument, ală
Interpreter, mŏ̆ŏturjim, do-bhashiya, dŏ̆ŏbasee
To interrupt, rok, *kh*ubul-aur
Intrigue (plot or subornation), sumjha-ish
Iron, loha
Island, juzeeră, tapoo
It, wŏ̆ŏh, yih; D. o
Itch, khŏ̆ŏjlee, *f*
Ivory, hat-hee dant
Ivy, bel

J

Jack-fruit, kut-hul; D. p-hunnus
Jackal, geedur; D. kola
Jacket, ungrikha, kŏ̆ŏrta
Jail, bundee-*kh*ană
Jar, ghura
Jasmine, yasmeen, *f*
Jaw, jubhra
Jealous, bud-gŏ̆ŏman
Jealousy, *gh*yrut, *f*
Jelly, mŏ̆ŏrubbă
Jest, *t*-hut-ha, muza*kh*
Jester, *t*-hut-hol
Jewel, jowhur
Jockey, chabŏ̆ŏk-suwar
To join, jor
Joint, gant-h, *f*
——(of cane), gunderee, *f*
Journey, sufur
Joy, *kh*ŏ̆ŏshee, *f*
Judge, ckazee
Juggler, bazeegur; D. garooree
Juice, rus
To jump, kood
Justice, insaf, 'udalut, *f*

K

To keep, rukh
Keepsake, yadgaree, *f*
Kernel, mu*ghz*; D. charolee, *f*
Kettle, deg, *f*, degchă
Key, kŏ̆ŏnjee, *f*, chabee, *f*
To kick, lat-mar
Kid, hulwan
To kill, mar, mar-*dal*
Kiln, bhar
Kind, (*adj*) mihrban
—— (sort), ckism, *f*
King, padshah, sŏ̆ŏltan, raja
Kingdom, sultunut, *f*
To kiss, choom
Kitchen, bawurchee *kh*ană
Kite (bird), cheel, *f*
—— (paper), putung
Knave, du*gh*a-baz
To knead, goond
Knee, zanoo; D. gŏ̆ŏrga
Knife, chhŏ̆ŏree *f*
To khit, bŏ̆ŏn
Knot, gant-h, *f*
To know, jan

L

Labour, mihnut, *f*
Labourer, muzdoor
Lace (network), jalee
—— (trimming) kinaree, *f*
Ladder, seerhee, *f* D. siree, *f*
Lady, beebee,
Lake, jheel, *f*
Lame, lungra
Lamp, chira*gh*
Lamp-black, kajul
Lancet, nushtur, *f*
Land, zumeen, *f*
—— (opposed to sea), *kh*ŏ̆ŏshkee
To land (disembark), kinare-pur-ja
Language, zuban, *f*, bat *f*
Lantern, fanoos, *f*
Large, bura
Lark, chundo
Last, pichhla
Late, der
To laugh, huns
Law, shurŭ'
Lawful, hulal
Lazy, kahil; D. mut-ha
Lead, seesa; D. sheesh
To lead a horse, wŏ̆ŏriya le
Leaf (of a tree), putta D. pan
——(of a book), wurck
Lean, dŏ̆ŏbla
To lean against, tukiyă kur
To leap, kood
To learn, seekh
Leather, chumra
Leave, rŏ̆ŏk*h*sut, *f*
To leave, chhor
Leech, jonk, *f*
Left (remaining) backee
—— (opposed to right), bayan; D. *dawan*
Leg, paon
Lemon, leemoo
Length, lumbaee, *f*
Leopard, cheeta; D. borbuchă
Leprosy, kor*h*
Less, kum
Letter (epistle), *kh*utt chit-hee, *f*
——— (of the alphabet), hnrf
Liar, jhoot ha
To tell lies, jhoot-h bol
To lie down, let
Life, jee
To lift, ŏ̆ŏt-ha
Light, (*subst.*) ŏ̆ŏjala
—— (not dark), ŏ̆ŏjala
—— (not heavy), hulka
To light, jula
Lightning, bijlee, *f*
Like, mŏ̆ŏwafick, burabur, manund, misl
Lime, choona
Link (torch), mush'ul,
Lion, sher, singh
Lip, hont-h
Little (small) chhota
—— (a few), t-hora

Google

To live, jee
Liver, kuleeja, jigur
Lizard, chhipkulee, *f*
Tree-lizard, girgit
To load, lad
——(a gun), bhur
Lock, ckŏŏfi
—— (of hair), zŏŏlf
—— (of a gun), champ, *f*
Locust, *tidda*
Log of wood, kŏŏndă; D. tŏŏn*dka*
Logic, muntik, *f*
Long, lumba
To look, dekh
Loom, tant, *f*
Loop, p-hulee, *f*
Loose, *dh*eela
To loosen, p-huska
Lord, *kh*an
To lose, kho
Lotus, kunwul
To love, 'ishck-rukh, chah
Lovers, 'ashick owr mn'-shoock (*i. e.* lover and beloved.)
Low, neecha
Luck, bu*kh*t, ckismut, *f*
Lungs, riyat, *f.*; D. p-hepse
Lust, shuhwut, *f*

M

Mace (iron club), gŏŏrz
—— (the spice), jawi-tree, *f*
Mad, deewană; D. baora
Magic, jadoo
To make, kur; (construct), buna
Male, nur
Mallet, mogree,
Man, admee
Mane, ăyal, *f*
Mango, am
Mannur, turuh, *f*
Manners (breeding) uduh
Many, buhŏŏt
How many? kitna?.
As many as, jitna
So many, itna
Mare, ghoree, *f*
Mark, nishan, puta
Market, bazar
—— (for cattle or slaves), nu*kh*k*h*as
Marriage, byah, shadee, *f*
Marrow, mu*ghz*
Marry, shadee-kur
Martingale, zer-band
Martyr, shuheed
Mast of a ship, dol
Master, sahib
Mat, boriya
Mattress, toshuk
Me (or to me), mŏŏjh ko; from me, mŏŏjh se
Meaning, mă'nee, *f*
Means, wuseelă
To measure, map
Meat, gosht
Medicine, duwa, *f*
To meet, mil
Melon (musk), *kh*urboozā
—— (water), tnrboozā
To melt. *See* Dissolve
Memorandum, yad-dasht, *f*
Memory, yad, *f*
To mend, murummut kur
Merchant, sowdagur
Messenger, hurkară
Middle, beech, miyan
Midwife, daee-junaee, *f*
Milk, doodh
Mill, chukkee, *f*
Mind, jee
Mine (of gold, &c), khan
—— (my), mera
Mirror, aeenă
Mischief, *kh*urabatee, *f*
Miser, bu*kh*eel
To miss, *kh*uta kur
Mistake, *gh*ulut, *f*
To mix, mila
Model, numoonă
Moment, dum
Money, pyse, rŏŏpy, nuckd
Monkey, bundur; D. bandur
Month, măheena
Moon, chand
Moonlight, chandnee, *f*
More, ziyadă
Morning, fujr. *f.*; D. ghutur
Mortar, hawun; (for bombs), *gh*ŏŏbară
—— (plaster), choona
Moth, purwană; D. patur
Mother, ma, *f.*
Mother-in-law, sas, *f*
To move, (*neut*) hil; (*act.*) hila
Mountain puhar; D. *don*-gur
Mourning, matum
Mouse, chooha
Mouth, mŏŏnh; D. mon
Much, buhŏŏt
Mud, keechur, *f.*; D. chikkur, *f*
Mule, *kh*uchur
Mushroom, sumaroo*gh*; D. ckŏŏdrutee
Music, moosickee, *f.*, rag
Musk, mŏŏshk
Musket, bundoock, *f*
Muslin, mulmul, *f*
Mustard, raee, *f*
Mutiny dun
My, mera

N

Nabob, năwwab
Nail (of the finger), &c., na*kh*ŏŏn
—— (iron), me*kh*, *f*
Screw-nail, murooree me*kh*
Naked, nunga
Name, nam
Narrow, tung
Native place, wutun
Nature (disposition), tă bee'ut, *f*
Near, nuzdeeck, pas
Necessary, zuroor
Neck, gula
Necklace, mala
Needle, soocee, *f*
Neglect, *gh*uflut, *f*
Neighbour, humsayă
Nephew (brother's son), bhuteeja; (sister's son) bhanja
Nest, gho*ns*la
Net, jala
Never, kubhee nuheen; (*i. e.* ever not)
New, năya; D. năwa
News, *kh*abur, *f.*, u*kh*bar
Night, rat, *f*
No *or* not, năheen
Noble, shăreef
Noise, shor; D. gurbur
Nonsense, jhuk
None, kŏŏchh nuheen; (*i. e.* any not)
Noose, p-hansee, *f.*; D. p-hand
North, shimal
Nose, nak, *f*
Nose-ring, nut-h
Note (letter), chit-hee, *f*
Nothing, kŏŏchh nuheen; (*i. e.* any thing not)
Now ub
Number, shŏŏmar
Nurse. daee, *f.*, aya, *f*
Nut, jowz
—— (walnut), u*kh*rot
—— (filbert), findŏŏck
—— (betel), sŏŏparee, *f*
—— (cashew), kajoo
—— (cocoa), nariyăl
—— (pistachio), fistuck
Nut (ground), moong-p-hulee, *f*
—— (vomick), kŏŏchla
—— (croton) jămalgota
Nutmeg, jae-p-hul

O

Oar, *dand*; D, *doee* *f*
Oath, ckusum, *f*
Obedience, hŏŏkm-bur-daree, *f*
Objection, pukur
Obstinate, ăroora
Of, ka, ke, kee
To take offence, bŏŏra man
Often, uksur
Oil, tel
Old, pŏŏrana; D. khukka
—— age, bŏŏrhapa
—— man, boorha
—— woman, bŏŏrhiya
Olive, julpaee, *f*
On, pur
Once, ek-bar
Onion, piyaz, *f*
Only, sirf
To open, khol
Opium, ăfeem, *f*
Opportunity, fŏŏrs ckaboo
Opposite, rooburoo
Or, ya
Orange, narungee, *f*
Order (arrangement), tizam
—— (command), hŏŏkm furman
Origin, usl, *f*
Ornament, singar
Other, doosra
Out, bahur; D. bhar
Over, oopur
Owl, ŏŏlloo
Own, upnd
Ox, byl

P

Page of a book, sufna
Pain, dŏŏkk
Paint, rung
Pair, jora
Palanquin, palkee,
Palm of the hand, hut helee, *f*
Palm-tree, tar
—— (fruit of the) turkŏŏl; D. nŏŏnjul
Pan, pateela; (frying) kurahee, *f*
—— (of a gun), plyală
Paper, ka*gh*uz
Pardon, 'ăfoo
Parrot tota
Partner, shăreek
Partridge, teetur
To pass, gŏŏzur
Paste, le-ee. *f*
Patience, subr, *f*
Pattern, nămoonĕ
Pay, tulub, *f.*; (monthly wages), durmahă
Peace, sŏŏlh, *f*
Peacock, mor
Pearl, motee
Peasant, răeeyut (corruptly pronounced ric) D. kŏŏmbe

Pelican, huwasil
Pen, ckulum
Penknife, ckulumturash, *f*
People, log
Pepper, mirch
Pepper (cayenne), lal mirch
Perhaps, shayud
Permission, ijazut,
Person, shukhs
Pestle, sonta
Petition, 'urzee, *f*
Petticoat, ikhunga
Pewter, just, *f*
Pick-axe, kŏŏdalee, *f*
Pickles, achar
Picture, tusweer, *f*
Piece, tŏŏkra
Pig, sooŏr, soor
Pigeon, kăbootur
Pill, golee, *f*
Pillage, loot, *f*
Pillar, khumbha; D. kham
Pillow, tăkiyă
Pin, ulfeenă
Pincers, sungsee, *f*
Pine-apple, ununnas
Pipe (tube), năl'ee, *f*
—— (for playing on), bunsee, *f*
—— (for water), purnală
—— (barrel), peepa
—— (tobacco), chowganee, *f*
——(apparatus for smoking tobacco through water), hŏŏckckă, ckaliyan, gŏŏrgŏŏree, *f*
Pirate, dăkyt
Pistol, tăbunchă
Pit, gurha; D. khora
Pitch, ral, *f*., ckeer
Pity, ruhm
Place, juguh, *f*
Plain (field), mydan
Plaintiff, furyadee
To plait, goond
Plane (carpenter's), rundă
Plantain, kela
Plaster (lime), choona
—— (for a wound), murhum
Plate, basun, burtun, rikabee, *f*, t-halee, *f*
Plated (lacquered or gilt), mŏŏlummă
To play, khel
——(music), buja
Pleasant, *kh*ŏŏsh; D. chukot
Plough, hul; D. nagur
To plough, jot
To plough, loct
Pocket, job, *f*
Poet, sha'ir
Point, nok, *f*
Poison, bis
To polish, syckul kur
Pomegranate, ănar
Pond, talab
Poney, tanghun
Poor, kungal, *gh*ureeb
Poppy, koknar
Porter (labourer), muzdoor, koolee.
—— (doorkeeper), durban
Portmanteau, *kh*aoorjee, *f*
Possible, mŏŏmkin
Post (for letters), *d*ak, *f*, tuppal
Pot (earthen), han*d*ee, *f*
—— (of metal), butiohee, *f*
Potatoe, aloo
—— (sweet), rutnaloo
Potter, kŏŏmhar
To pound, koot, choor
To pour, *d*al
Powder, bŏŏknee, *f*
Gunpowder, baroot, *f*
To practise, mushck kur, sadh
Praise, tă'reef, *f*
To pray, dŏŏ'a kur
Preacher, wa-iz
Present (*adj.*), hazir
—— (a gift), nuzur, *f*
Pretty, *kh*oob-soorut, nazŏŏk
Price, mol
Pride, *gh*ŏŏroor
To prime a gun, runjuk pila
Prince, shahzadă
Princess, shahzadee, *f*, begum, *f*
Prison, ckyd-*kh*ană
Prisoner, ckydee
Proclamation, munadee, *f*
Profit, fa-idă, sood
To promise, buchun de
Proof, duleel, *f*
Prophet, py*gh*umbur, năbee
Proud, mu*gh*roor
To pull, khynch, tan
To pull off, ŏŏtar
To punish, suza de
Purse, t-hylee. *f*
Purposely, janke, janboojhke, ckusdun.
To push, dhukka de
To put, rukh, dhur
To put on, puhin, pen

Q

Quadruped, char-payă
Quail, buter, *f*
Quarrel, jhugra
Quarter (one-fourth), pao, chowt-haee, *f*
Quay, Ghat
Queen, mălikă, *f*, begum, *f*, rance, *f*
Question, sŏŏal
Quick, juld
Quiet, sakin
Quite, mŏŏtluck

R

Radish, moolee, *f*
Rag, lutta
To rain, burus
Rainy season, bursat, *f*
To raise, ŏŏt-ha
Raisin, kishmish, *f*, mŏŏnuckckă
Rascal, huramzadă, t-hug, dug*h*abaz
Rat, chooha
Rattan, bet. *f*, chhuree, *f*
Raw, kucha
Razor, ŏŏstŏŏră
To read, purh
Ready, tăyyar, hazir
Real, uslee, sucha
Rear, peechha
To reap, kat
To recollect, yad kur
Red, lal
Reed, nul; D. toonga
To refuse, rudd kur
Regulations, ckăwa-id, bundobust, *f*
Rein, bag, *f*, lugam, *f*
Relative (kinsman), rishtădar. săga, ckurabutee
Religion, deen, muz-hub
To remain, răh; D. uchh
To remember, yad-rukh
To remind, yad-de
To remove, surka, kinare rukh, door-kur
Rent (hire), bhara, kirayă
—— (tear), chak
To repent, towbă kur
Revenge, intickam
Revenue, amdunee, *f*, muhsool
Reward, ŏŏjrut, *f*
Rheumatism, baee, *f*
Rhinoceros, gynda
Rib, punjur
Ribbon, put*t*ee, *f*, feeta
Rice (the plant), dhan
——(cleared) chawăl
——(boiled), bhat, *kh*ŏŏshkă
Rich, dowlutmund
To ride, suwar ho
Ridicule, hunsee, *f*
Right (not wrong), dŏŏrŏŏst
——(not left), dahina; D. seedha
——(dues), huckck
Ring, ungoot-hee, *f*
Riot, hungamă; D. gurbur
Ripe, pukka
To rise, ŏŏt-h
River, nuddee, *f*, durya
Road, rah, *f*
To roast, bhoon, kubab-kur
To rob, chŏŏra
Robber, chor
Robbery, chore
Rock, chutan,
Rocket (firework), huwaee, *f*
—— (military), ban
Roll (muster), ism-năweesee, *f*
To roll up, lupet
Roof, chhut, *f*; D. mugree, *f*
Room, kot-hree, *f*, kumra
Root, jur, *f*
Rope, russa, russee, *f*
Rose, gŏŏl
To rot, sur, sur ja
Rotten, sura, gund'ă
Rough, khŏŏrkhŏŏra
Round, gol
To row a boat, *d*and mar
To rub, mul
Ruby, lă'l
Rude, be-ădub
To run, dowr
Rupee, roopiyă
Rust, zung

S

Sabre, tulwar,
Sack, gon, *f*
Sacred, mŏŏckuddus
Saddle, zeen
Sad, ŏŏdas
Safe salim
Sagacity, firasut, *f*
Sail, badban
Sailor, *kh*ălasee
Sale, bikao
—— (by auction), neelam
Salt, numuk
Saltpetre, shor
Salutation, sulam
Salvation, nujat,
Salve, murham
Same, ekhee
Sand, baloo,
Sash, putka, jal
To save, bucha
Saw, ara
To say, kăh, bo.
Scabbard, miyan
Scale (balance), tărazo *f*
—— (of a fish), chhilka
Scar, da*gh*
Scarce, kum, t-hora
Scarcity, kumtee,
Scarlet, lal, ckirmizee
To scatter, p-hyla

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Scholar, shagird
School, muktub
Schoolmaster, ŏŏstad
Science, 'ilm
Scissars, ckynchee, *f*, kăturnee, *f*
Scorpion, bichchhoo
To scratch, khŏŏjla
Screen, tuttee, *f*
Screw-driver, pech-khol-nee, *f*
Scull, khopree, *f*
Sea, durya, sumŏŏndur
Seal, mŏŏhr, *f*
Sealing-wax, lakh
To search, dhoondh, tulash kur
Season, fusl, *f*, mowsim
Second, doosra
Secondhand, ŏŏtara
Secret, raz
Sect, ckowm, *f*
To see, dekh
Seed, beej
Seldom, kum
Selfish, *kh*ŏŏd-*gh*urzee
To sell bech, bench. (The word 'to' after 'sell' is expressed by 'ke hat-h,' to the hand of; — as 'mere *kh*awind ke hat-h bechoge,' will you send to my master? *literally*, to my master's hand).
To send, bhej
Sense, 'uckl, *f*
Sentinel, păhriya, chowkeedar; D. para
To separate, jŏŏda kur
Seraglio, zunana, hurum
Serpent, samp
Servant, nowkur, *kh*idmutkar, chakur
Service, *kh*idmut, *f*, nowkuree, *f*
Several, kăee, kitne ek
To sew, see
Shade, chhaon, *f*
To shake, hila
To sham, băhana kur
Shame, shurm, *f*
Shape, soorut, *f*
Share, bant
To sharpen, tez kur, dhar de
To shave, moond, hăjamut kur
She, wŏŏh; D. o.
Sheath, miyan
Shed, purchhutee, *f*; D. gŏŏrsee, *f*
Sheep, bher, bukra, bukree, *f*. (The two latter words properly signify a gost, although they are frequently used for a sheep).
Sheet, chuddur, *f*, dŏŏputta
——(of paper), tao, wurck
Shell, seepee, *f*
Shepherd, bheree-hara; D. dhungur
Shield, dhal, *f*
To shine, chumuk
Ship, jăhaz
Shirt, ckămees
Shoal, chur
Shoe, jootee, *f*
To shoot, mar
Shop, dookan, *f*
Shopkeeper, buniya
Shore, kinara; D. kurka
Short, chhota
Shot (small), chhurra
Shoulder, kandha
To show, dikha, butla
To shut, bund-kur
Sick, beemar, be aram
Sickle, hunsooa
Side, janib, *f*; D. pukhoa
Sieve, chulnee, *f*; D. jhulnee, *f*
Sight, nusur, *f*
Sign, isharu', *f*
Silence, chŏŏp
Silk, reshum
Silk-worm, reshum ka keera
Silver, roopa
Sin, gŏŏnah
Since, jub se
To sing, ga
To sink, doob ja
Sirup, sheera
Sister, băhin, *f*
To sit, bye-h
Siz, undaza, deel
Skin, chumra
Sky, asman; D. gugun
Slander, chŏŏghlee, *f*
Slave, bunda, *gh*ŏŏlam
To sleep, so
Sleeve, asteen, *f*
Slice, phank, *f*
Sling for throwing, gophun, *f*
Slovenly, nujis
Slow, ahista
Small, chhota
Smallpox, seetula, *f*
To smell, soongh
Smith, lohar
Smoke, dhooan
To smoke a pipe, pee, khynch
Smooth, chikna, saf
Snake, samp; (tube of a hookah) nychi, penchwan
To sneeze, chheenk
Snipe, isnaf
Snuff, nas, *f*
——(of a candle), gŏŏl
Snuff-box, nas-dan
Snuffers, gŏŏlgeer
To snuff a candle, gŏŏl kat
So, kysa, yoon
So much or many, itna
Soap, saboon
Society, sŏŏhbut, *f*
Soft, nurm
Solder, ckălai'ee, *f*
Soldier, sipahee
Sole of the foot, tulwa
Some, kŏŏchh
Somebody, koee
Sometimes, kubhee kubhee
Somewhere, kuheen
Son, beta, (in law) damad
Sorry, mulool
Sort (kind), ckism, *f*
Soul, rooh, *f*, jee
Sound, awaz, *f*
Soup, shorba, joos
Sour, khutta
South, dukhun
To sow, bo
Space, 'ursa
Spangle, tiklee, *f*
Spark, chingaree, *f*
To speak, bol
Spear, burchhee, *f*
Spectacles, chushmuk
To spend, *kh*urch kur
Spices, musaluh
Spider, mukree
To spin, kat
To spit, t-hook
To split, p-har
To spoil, *kh*urabkur
Spoon, chumcha
Spot, chheet, *dagh*
Spring (season), buhar
——(of steel), kumanee, *f*
——(of water), chushma; D. jhura
To sprinkle, chhiruk; D. chhinuk
Spur, kanta
Spy, jasoos
Squint-eyed, dera
Squirrel, gileree, *f*
Squirt, pichkaree
Stable, istubul
Stair, seerhee, *f*; D. siree, *f*
To stand, khura ho
Star, tara, sitara
Starch, kanjee, *f*
To start, chownk
To stay, ruh: uchh
To steal, chŏŏra
Steel, foolad, *f*
Step, ckudum
Steward, *kh*ansaman
Stick, lat-hee, lukree
To sting, dunk mar
Stink, bud bo, *f*
Stirrup, rikab, *f*
Stock (capital), poonjee, *f*
Stock (of a gun), kŏŏndă
Stockings, jŏŏrrab
Stocks for confining malefactors, kat-h; khora
Stone, putt-hur; D. puthuttur
To stop, ruh
Storm, andhee
Story (tale), hikayat, nuckl, *f*, kuhanee,
Straight, seedha, burabur
Straw, pal, *f*; pural, *f*
Stranger, ujnubee
Street, gulee, *f*
Strength (force), zor
——— (firmness), musbootee, *f*
To strike, mar
Strong (powerful), ckăweo; (firm), muzboot
Such, kysa
To suck, choos, D. chŏŏng
Sugar, Shukur, *f*, khana
Raw Sugar, gŏŏr
Sugar-candy, misree, *f*
Sugar-cane, gunna
Sulphur, gundhuk, *f*
Summer, tabistan, dhoopkal
Sun, aftab
Sunshine, dhoop,
Suspicion, gŏŏman
To sweep, jhar
Sweet, meet-ha
Sweetmeat, mit-haee,
To swell, p-hool
To swim, pyr
To swing, jhool
Sword, tulwar, *f*

T

Table, mez, *f*
Tail, dŏŏm, *f*
Tailor, durzee
To take, le
Take care, *kh*uburdar
To talk, bol, bat-kur
Tall, ooncha
Tamarind, imlee
Tank, talab
Taste, mazа
To taste, cheekh; D. chak
Tax, muhsool
Tea, cha, *f*
Teapot, cha-dan
To teach, sikha
Tear, ansoo
To tear, p-har
Telescope, door-been
To tell, kuh, *kh*ubur de
Temper, mizaj, tubee'ut,
Temple (Mahommedan), musjid, *f*
——(Hindoo), dewal
Temptation, *igh*wa
Tent, dera, tumboo (small), bechobа

Tent-pole, chob, t-ham
Tent-peg, *mekh*, *f*, khoonta
Tent-pitcher, *k* ulasee, furrash
Than, se
Thanks, shŏŏkr
That *(pron.)* wŏŏh; *(conj.)* ki
Their, ŏŏnka
Then, *(adv.)* tub; *(conj.)* to
There, wŭhan
Therefore, iswaste
These, ye
They, we
Thick, mota
Thief, chor
Thigh, ran, *f*
Thimble, ungŏŏshtanā
Thin, putla
Thing, cheez, *f*
To think, sumujh
Thirsty, pyasa
This, yih
Thorn, kanta
Those, we
Thou, too
Thread, soot
To threaten, dhumka
Throat, gula
Thorne, tukht, musnud, *f*, guddee, *f*
Through, par
To throw, dal
Thumb, ungoot-ha
To thunder, gurnj
Thus, ăysa, yoon
Thy, tera
To tickle, gŏŏdgŏŏda
To tie, bandh, bund-kur
Tiger, bagh, sher
Tight, tung; D. ghul
Tile, khupra; D. ku veloo
Till, tuk
Time, wuckt
Tin, ckălă'ee, *f*; kutheel
Tinsel, tash
Tired, t-huka, mandă
Title, luckub, *khitab*
Tittle-tattle, gup-shup, *f*
To, ko
To toast, senk
Tobacco, tŏŏmbakoo
Toddy (juice of the palm tree), taree, *f*
Together, sat-h; D. sungat
Tomb, ckubur, *f*
To-morrow, kul; D. suban
Tongue, jeebh, *f*
Too, nihayăt, ziyadă bahŏŏt
Tools, hut-hiyar
Tooth, dant
Tooth-brush, miswak, *f*; D. datoon
Tooth-pick, *khilal*
Tooth-powder, munjun
Top, sir
Topaz, pŏŏkhraj
Tops, turvy, ŏŏlta-pŏŏlta, tul-oopur
Tortoise, kuchhwa; D. tanbel
To touch, chhoo
Touchstone, kusowtee, *f*
To tow a boat, khynch, tan
Towards, kee turuf, ke pas
Towel, dustmal
Tower, bŏŏrj
Town, shuhr, nugur, puttun
To transplant, romp
Trap, kul, *f*
Traveller, mŏŏsafir
Tray, *khanchă*
Treachery, dugha, *f*, bewăfaee, *f*
Treasury, *khuzană*
Tree, durukht D jhar
To tremble, kamp
Trial, imtihan
Trick, heelă
To trot (a horse), dŏŏlkee chul
Trouble, dŏŏkh, tusdee', *f*
Trousers, izar, *f*, shură'ee *f*, shulwar
True, such
Trumpet, ckurna, tŏŏrhee, *f*, banka
Trunk (box) sundoock
——(of a tree) per, *f*
——(proboscis) soond, *f*
Truth, such
To try (endeavour) ckusd kur, să'ee kur
—— (investigate), tuncckeeh kur
Tune, rag
Turban, pugree, *f*
Turmerick, huldee *f*
To turn, p-hir; *(act.)* p-hir
Turnip, shulgham
To twist, pech kur

U

Ugly, bud-soorut, bhonda
Umbrella, chhata, chhutree, *f*
Uncle (paternal), chucha
—— (maternal), mamoo
Under, ke neeche, ke tăle
Unless, wugur nă, nuheen to
Unripe, kucha
Up, oopur
Upon, pur
Upright, khura
Uproar, ghŏŏl; D, gurbur
Us (*or* to us), hum ko; from us, hum se
Useful, kam ka
Use ess, be-fa-idă

V

Vagabond, owbash; D. pokree
Vain (in vain), be-fa-idă (proud), dimaghee
Vanguard, hărawăl
Veil, bŏŏrckă
Vein, rug, *f*
Velvet, mukhmul
Venetian blinds, jhilmil
Vermin, keeree mukore
Very, bŭhŏŏt; nihayut; D lăee
To vex, suta
Victory, fut-h, ghulbă, jyjeet, *f*
Village, bustee, *f*, gaon
Vinegar, sirkă
Violence, zor, zuburdustee, *f*
Virgin, cheera-bund, *f*, kuniya, *f*
Visit, mŏŏlackat, *f*, dursun
Voice, awaz, *f*
To vomit, cky kur; D. ŏŏkhal
Vulgar, pajee
Vulture, giddh; D. rungeet

W

Wager, shurt, *f*
Wages, durmaha
Waist, kumur, *f*
To Wait, răh
To wake, jag; *(act.)* juga
To walk, chul
Wall, deewar, *f*
To want, chah, mang.
War, luraee, *f*, jung, *f*
Warm, gurm
To wash, dho
Washerman, dhobee
Washerman's wife, dhobin, *f*
Wasp, birnee, *f*; D. dikooree, *f*
Watch (time-piece) ghuree, *f*; D. ghuriyal; (space of three hours), puhur
To keep watch, chowkee de, puhra kur
Watchman, chowkeedar, puhre-wala
Water, panee, *m*
Water-carrier, bihishtee
Wave, mowj, *f*
Wax, mom
Way (road), rah,
Way (manner), tărĭ'n,
We, hum
Weak, zăeef, kum, sor
Weather, mowsim, ăyyam
To weave, bŏŏn
Wedding, shadee, *f*, byah
To weep, ro
To weigh, tol
Well (good), uchchha bhula, *khoob*
—— (of water), koon
West, mughrib, puchhum
Wet, bheega
What? kya?
Wheat, gehoon
To wheedle, p-hŏŏsla
Wheel, păhiya, chak
When, *(relative)* jub; *(inter.)* kub?
Where, *(relative)* jihan; *(inter.)* kăhan?
Whetstone, sil'ee, *f*
Which? kown?
While, jubtuk
Whip, kora, chabŏŏk
Whirlwind, bugoola
To whistle, seetee-băja
White, sufed
—— man, gora
Who, *(rel.)* jo; *(inter.)* kown?
Whole, tumam, sub, sara
Whose? kiska?
Why? kis-waste? kyoon
Wide, chowra
Widow, rand, *f*
Wife, joroo, *f*
Wild, jungulee
To win, jeet
Wind, hăwa, *f*; D. bara
Window, khirkee, *f*
Wine, shărab, *f*
Wing, pur; D. pukhota
Winter, jara
To wipe, ponchh
Wire, tar
Wisdom, 'uckl,
To wish, chah
With, se; (along with), ke sat-h
Within, ke undur
Without (outside), bahur; D. bhar
—— (wanting), be, băghyr
To wither, kŏŏmla
Witness, shahid, găwah
Wolf, bheriya; D. landga
Woman, rundee, *f*, 'owrut, *f*; D. baekoo, *f*
Wonder, tă 'ujjŏŏb
Wonderful, 'ujub
Wood (forest), jungal
—— (timber), lukree,
Wool, oon, *f*; D. roon
Woollen cloth, banat,
Word, bat, *f*, lufz

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Work, kam, kar
Workman, kareegur
World, dŏŏnya, *f*; D. **mundan**
Worm, keera
To be worth, **ckeemut rukh**
Wound, ghao, **zukhm**
Wrist, kulaee, *f*; D **munkut**, *f*
To write, **likh**
Wrong, *ghulut*

Yellow, peela, **zurd**
Yes, han, ho
Yesterday, kul
Yet (but) pur, lekin
—— (till now), ubtuk
Yoke, jooa; D. **kandee**, *f*
You, tŏŏm
Young. jawan
Your, tŏŏmhara
Youth, jăwanee, *f*
—— (young man), jăwan

Y

Yard (court), **ungun**
—— (measure), guz
Year, burus
Yearly, hur-**burus**

Z

Zeal, showck, gurmee, *ghyrut*, *f*
Zealous, sur-gurm
Zephyr, năseem

The Cardinal Numbers are—

1 Ek.	15 Pundră.
2 Do.	16 Solă.
3 Teen.	17 Sutră.
4 Char.	18 Ut-hară.
5 Panch.	19 ŏŏnees.
6 Chhă.	20 Bees.
7 Sat.	30 Tees.
8 At-h.	40 Chalees.
9 Now.	50 Puchas.
10 Dus.	60 Sat-h.
11 Igară, *or* gyară.	70 Suttur
12 Bară.	80 Ussee.
13 Teră.	90 Năwwe
14 Chowdă.	100 Sow *or* Sy.

Numbers beyond 20 are commonly reckoned by *scores*, (koree). Examples—'Ek koree panch,' *one score five*, or 25; 'teen koree pundră,' *three score fifteen*, or 75. Numbers after twenty are also formed by the addition of the unit, having the particle 'pur,' *above*, prefixed. As—

Bees pur ek, 21	Tees pur ek, 31
Bees pur do, 22	Chalees pur teen, 43, &c.

The Collective are—

Gunda, *a set of* 4.	Huzar, 1000.
Gahee, *a set of* 5.	Lakh, (a 'lac,' *a hundred thousand.*
Bessee, *or* Koree, *a score.*	Kuror, *ten millions.*
Chaleesa, *a set of* 40.	
Sow, *or* Sykra, 100.	

The Ordinal are—

Puhla, *or* P-hyla, *first.*	Chowt-ha, *fourth*
Doosra, *second.*	Panchwan, *fifth.*
Teesra, *third.*	Chhut-ha, *sixth.*

And so on, by adding (generally) the syllable 'wan' to the ordinal number.

The Fractionals are—

Pao, *or* Chowt-haee,	*a quarter.*
Adha,	*a half.*
Powne,	*minus one-fourth.*
Săwa,	*plus one-fourth.*
Sarhe,	*plus one-half.*
Derh,	*one and a half.*
Urhaee,	*two and a half.*

Powne teen ghunte	*a quarter to three o'clock*
Săwa teen ghunte,	*a quarter past three.*
Sarhe teen roopy,	*three and a half rupees.*
Derh ghunte,	*half-past one o'clock.*
Urhaee sow rŏŏpy,	*two hundred and fifty rupees.*

Division of Time.

Itwar, *Sunday.*	Jŏŏm'ă-rat, *Thursday.*
Peer, *Monday.*	Jŏŏm'ă, *Friday.*
Mungul, *Tuesday.*	Suneechur, *Saturday.*
Bŏŏdh, *Wednesday.*	

The Mahommedan year contains only three hundred and fifty-four days. The following are the names of the Arabian months:—

1. Mŏŏhurrum.	7. Rujub.
2. Sufur.	8. Shă'ban.
3. Rubee'-ŏŏl ăwwăl.	9. Rumuzan.
4. Rubee'-ŏŏs-sanee.	10. Shăwwal.
5. Jumad-ul-ăwwăl.	11. Zee-ckă'dă.
6 Jumad-us-sanee.	12 Zee-hijjă.

The Hindoo year corresponds nearly with our own. The following are their months, and the degree in which they correspond with ours:—

Bysakh, *beginning from the 9th to the 13th of April, and lasting to the 9th or 13th of May.*

Jeth,	*May—June.*
Usarh,	*June—July.*
Sawăn,	*July—August.*
Bhodon	*August—September.*
Kooar, *or* Asin,	*September—October.*
Kartik,	*October—November.*
Ughun,	*November—December*
Poos,	*December—January.*
Magh,	*January—February.*
P-halgŏŏn,	*February—March.*
Chyt,	*March—April.*

The Mahommedans consider sunset to be the close of the day, and that the next day commences immediately after.

The Forms of Address.

'Ap,' *your honour*; 'Sahib,' *sir*; 'Huzrut,' *your worship*; 'Măharaj,' *your highness*; 'Bundă,' *slave*; 'Ajiz,' *weak person*; or 'Fidwee,' *devoted servant.*

The most useful Conjunctions and Interjections are, viz.:—

Owr, *and.*	Pur, *but.*
Ki, *that, for*, &c.	Bhee, *also.*
Ugur, *if.*	Shabash, *bravo!*
Jo, *if.*	Chhee, *fie!*
Lekin, *but.*	Khuburdar, *take care*

Conversational Phrases.

In Familiar Phrases the Verb almost invariably ends the sentence.

How are you to-day?	aj tŏŏm kyse ho?
How do you do, sir?	ap ka mizaj kysa hy?
Praise be to God (my health) is very good	ulhumdŏŏ-lillah, buhŏŏt uchchha hy
Health to your honour!	huzrut sulamu

Peace (or safety)!	sulam!
I present my respects	bundugee urz kurta hoon
I make prayer (for you)	dŏŏ'a kurta hoon
Good-bye (*literally*, may God be your protector!)	*Kh*ŏŏda hafiz!
Bring water for drinking	peene ka panee lao
Be careful	*kh*uburdar ho
What is your command?	hŏŏkm kya hy?
Shut the door	durwazŭ bund kuro
Open the door	durwazŭ kholo
Light the lamp	chira*gh* julao
Extinguish the candle	buttee bŏŏjhao
Don't forget	bhooliyo mut
Remain silent	chŏŏp ruho
There is no end of thy chattering	tere bukne kee intiha năheen
Don't make a noise	shor mut kuro
Come near	nuzdeek ao
Go quickly	juldee jao
No matter	kŏŏchh mŏŏzayuckŭ nă heen
Who is that?	wŏŏh kown hy?
Say that again	wŏŏh phir kuho
Speak easy Hindoostanee	sulees Hindoostanee bolo
What is this?	yih kya hy?
Call for the palanquin	palkee mungao
Has your master risen?	sahib ŏŏtha hy?
Go out of the house	ghur se niklo
Wash your hands	upne hat-h dho–o
What use is there in that?	ŏŏsmen kya fa-idă hy?
Bring a little cold water	t-hora sa thunda panee lao
There is no oil in the lamp	chira*gh* men tel năheen
Where is his shop?	ŏŏskee dookan kuhan hy?
What sort of animal is this?	yih kownsa janwăr hy?
Bring ink, pen, and paper	duwat,ckulum,ka*gh*uzlao
Who is that European?	wŏŏh Gora kown hy?
Whose horse is that?	wŏŏh kiska ghora hy?
Whose house is this?	yih kiska ghur hy?
What is the hour?	ghuree kya hy?
This is very good fruit	yih buhŏŏt *kh*oob mewă hy
This is wonderful news	yih ujub *kh*ubur hy
They are great liars	we bure jhoot-he hyn
She is very impudent	wŏŏh buree gŏŏstak*h* hy
The sky is very clear	asman *kh*oob saf hy
He is a blockhead	wŏŏh be-wŏŏkoof hy
Go away—you are dismissed	chule jao—rŏŏ*kh*sut hy
Don't go there again	wuhan p-hir mut jao
Who lives there?	wuhan kown ruhta hy?
Bring some wine and water	kŏŏchh shurab panee lao
Make the water very cold	panee *kh*oob*t*-hunda kuro
Awake me very early	humko buree fujur jugao
Make a sign for him to come hither	idnur ane-ka ishară kuro
Have a little patience	zurra subr kuro
I am not at leisure	fŏŏrsut năheen
Sprinkle a little water	t-hora panee chhirko
This is very good bread	yih buhŏŏt uchchhee rotee hy
There is a pain in my head	humare sir men durd hy
It is late	der hooee
Brush my hat and coat	topee owr kŏŏrtee jharo
Listen	sŏŏno
This is very bad cloth	yih buhŏŏt *kh*urab kupra hy
This cloth is very thick	yih kupra bura mota hy
They are lazy and negligent	we sŏŏst owr *gh*afil hyn
Can you speak English?	tŏŏm Ungrezee bol sukte ho?
Take away this bundle	is gut-hree ko le-chulo
Let it alone	rhune de
It is just now raining	ubhee burusta hy
Why are you laughing without reason?	be subub kyoon hunste ho?
She is deaf and dumb	wŏŏh buhree owr goongee hy
How long is this cloth?	yih kupra kitna lumba hy?
It will be (necessary) for you to go along with me	humare sat-h tŏŏmhen jana hoga
Open the lock of that door	ŏŏs durwaze ka ckŏŏfl kholo
What is the total of your account?	kya jŏŏmlă hy tŏŏmhare hisab kee?
A wasp has stung me	humko ek birnee ne dunkmara hy
What need of so much care?	kya hajut itnee *kh*uburdaree kee?
What is the price of these things?	kya ckeemut hy in cheezon kee?
What is the difference between these two?	kya furck hy in donon men?
What sort of dispute is between you two?	tŏŏm donon men kysee luraee hy?
There is no lock to this box	is sundoock men ckŏŏfl năheen hy
I wish to go out	myn bahir jaya chahta hoon
Have these things come from Europe?	we ceeezen Wilayut se aeen hyn?
Where shall we stop to-night?	aj kee rat hum kuhan ruhenge?
Seek for it	ŏŏsko dhoondho
Take this couch into the other room	doosre ko*t*-hree men is puiung ko lejao
Which is the best of these two?	in donon men kow uchchha hy?
Having lifted these things out of the palanquin, bring them	palkee men se ye cheezen ŏŏtha lao
Set up something for protection from the sunshine	kŏŏchh dhoop ke asre ke waste khura kuro
In this house there is a hall, and three rooms	is ghur men ek dala owr teen ko*t*-hree
How many days since did you receive this intelligence?	kitne din hoo ki tŏŏm yih *kh*ubur milee?
Is any thing for eating and drinking to be got there?	wuhan kŏŏchh khane peene kee cheez militee hy?
Is it known to you at all where they have gone?	tŏŏm ko kŏŏchh mă'loom hy hi kuhan găye hyn?
Clean these things	ye cheezen saf kuro
Why are you spending your time in idleness?	tŏŏm kyoon upna wuckt *gh*uflut se kat-te ho?
Who are you?	tŏŏm kown ho?
What is your name?	tŏŏmhara nam kya hy?
What do you want?	tŏŏm kya chahte ho?

Where is his shop?	ŏŏs kee dookan kuhan hy?
Send them to my house	ŏŏnko humare ghur bhej do
Where do you live?	tŏŏm kuhan ruhte ho?
What is the matter?	kya hy?
This is a holiday, sir	sahib! aj purub hy
What do you say?	tŏŏm kya kuhte?
What is your meaning?	tŏŏm hara iradă kya hy?
Who is that?	wŏŏh kown hy?
I don't know (*literally*, to me is not known)	mŏŏjhe mă'loom năheen
There are many flies here	yuhan buhŏŏt mukkhiyan hyn
Drive away the flies	mukkhiyan hanko
What use is there in that?	ŏŏs men kya fa-idă hy?
Call the tailor	durzee ko bŏŏlao
Mend this sleeve	is astern kee murummut kuro
Make me a coat	ek kŏŏrtee mere waste bunao
Are you the owner of that house?	tŏŏm ŏŏs ghur ke malik ho?
What is the name of this village?	is bustee ka nam kya hy?
Do you know this man?	is admee ko tŏŏm jante ho?
What is the price of this?	is ka mol kya hy?
Will you sell it to me (*literally*, into my hand)?	humare hat-h bechoge?
Certainly, sir	ulbuttă, sahib
Go and ask how he is to-day	jao owr poochho ki wŏŏh aj kysa hy
Has the fever abated or not?	tup men kŏŏchh tukkfeef hooee hy ki năheen?
He is worse to-day	aj ziyadă beemar hy
I am now quite well again	ub myn ne p-hir *kh*oob aram paya hy
Where did you receive this wound?	yih ghao tŏŏm ko kuhan lugee?
Do you smoke?	tŏŏm hŏŏckckă peete?
The sunshine has become very oppressive	dhoop buhŏŏt tez hooee hy
Hold up the umbrella	chhata lugao.
Send this note to Major Cook's	yih chitthee Major Cook sahib ke yuhan bhejo
At the time of luncheon provide every thing for four or five gentlemen	tifin ka wuckt, panch char sahib *on* ke waste saman ty-yar kuro
Make haste	juldee ku ro
Is this horse Arabian, Persian, or English?	yih ghora Takee, ya Farsee ya Ungrezee hy?
Why does he not come?	kis-waste wŏŏh năheen ata?
That is enough	bus hy
It is the same thing	ekhee hy
Go away	chule jao (*or* rŏŏ*kh*sut)
I was not speaking to you	myn tŏŏm se năheen bolta t-ha
Come, take off my boots	ao, moze ŏŏtaro
Raise the Venetian blinds	jhilmil ŏŏthao
Speak slowly	ruh ruhke bolo
Speak distinctly (separating your words), then I shall understand	bol bol jŏŏda kur bolo to hum sum-jhenge
Tell me when he arrives	jub wŏŏh puhŏŏnche, tub hum ko *kh*ubur do
The enemy have begun to retreat	dŏŏshmun hutne luge
Who told you this?	kis-ne yih bat tŏŏm kuhee?
How long have you been in that gentleman's service?	kub se ŏŏs sahib ke yuha nowkur ruhe ho?
Where is your native country?	tŏŏmhara wutun kuhan hy?
He is a great rogue	wŏŏh su*kh*t budzat hy
Not to interrupt you (*or*, pardon the freedom)	gŏŏsta*kh*ee mŏŏ'af
Speak without ceremony	be tukullŏŏf bolo
He speaks fluently	wŏŏh sulasut se bolta hy
He tells me one story, and you another. Would to God that I could speak to them myself!	wŏŏh mŏŏjh-se ek bat kuhta hy, owr tŏŏm kŏŏchh owr hee kuhte ho. Kash ki myn ap ŏŏn se bol sukta!

On Rising.

Is any one there?	koee hy?
What o'clock is it?	kitne ghunte buje?
Three has struck, sir	teen buja, sahib
Well, I shall rise	bhula, myn tŏŏhoonga
Bring my clothes	mere kupre lao
Where is my shirt, stockings, shoes, coat, neckcloth, buttons, breastpin, waistcoat, trousers?	meree ckumees, moze, jootee, kŏŏrta, gŏŏloobund, ghŏŏndee, seenăbund, kumree ungurkha, izar kuhan hy?
Bring water to wash my hands and face	hat-h mŏŏnh dhone ka panee lao
Give me the tooth-brush and tooth-powder	miswak owr munjun do
Bring soap and a towel	saboon owr roomal lao
Pour water over my whole body	mere tumam budun pur panee *d*alo
Bring the dressing-box	mŏŏckabă lao
This razor is very blunt	yihŏŏstŏŏră buhŏŏtk nd hy
Bring the strap	chumotee lao
Give me my slippers	papoosh do
Tie this	ise bandho
Loosen that	ŏŏse kholo
They are too heavy	we buhŏŏt bhare hyn
Brush my hat	meree topee ko jharo
Where is the comb?	kughhee kuhan hy?
Give these clothes to the washerman	ye kupree dhobee ko do.
Has the tailor brought my new clothes?	durzee mere năye kupre laya hy?
Clean these boots	in (chumre ke) mozon ko saf kuro
See that there is no reptile in them	dekho ki ŏŏn men koee keera mukora nuho
Give me my boots and spurs	moze kauton sumet hum ko do

On Riding Out.

Is the horse ready?	ghora ty-yar hy?
Yes, sir	han, sahib
Put the saddle on well	uchchhee-turuh seen bandho
Take up the stirrup one hole	rikab ko ek kuree ke chhed bhur kum kuro
Let the stirrup down two holes	rikab do kuree ke chhed bhur lumbee kuro

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Tighten the girth	tung khyncho
Give me the whip	chabŏŏk do
Keep out of the way; perhaps he may kick	ruste se kinare ho; shayad wŏŏh lat mare
Hold the bridle till I be fairly mounted	lugam t-hambo jub tuk myn uchchhee-turuh suwar nă ho-oon
Groom! come hither	să-ees! idhur ao
Hold the horse	ghora pukro
He does not go easy	wŏŏh suhuj chulta năheen
Put all his furniture to rights	sub saz ŏŏs ka t-heek kuro
Why does the horse stumble so?	ghora kyoon ăysa t-hokur khata hy?
Examine his hoofs	ŏŏs ke sŏŏm dekho
Perhaps there may be a stone in them	shayud ŏŏn men koee putt-hur ho
Walk him about	ŏŏse tuhlao
You are not to give the horse water just now, while he is so warm	ub ghore ko pannee nă dena, jub tuk ki ăysa gurm ruhe
Take the horse into the stable	ghore ko istabul men lejao
Get the carriage ready	garee ty-yar kuro
Drive quickly	juldee hanko
Go straight forwards	seedha age chule-jao
Turn to the right	dahne p-hiro
Turn to the left	baen p-hiro
Go a little slower	zurră ahiste chulo
Stop, stop!	ruho, ruho!
Whose house is that?	wŏŏh kis ka ghur hy?
Speak loud	pŏŏkarke bolo
I shall call at this gentleman's house	myn is sahib ke yuhan jaoonga
Ask if the gentleman (lady) is at home or not	poochho ki sahib(beebee) ghur men hyn ki naheen
Give my compliments to your master	tŏŏm upne sahib se mera sulam kuhna
I shall now go home	ubhee ghur ko jaoonga
We are hungry and thirsty	hum bhookhe pyase hyn
Has Captain Orr returned from parade?	Kuptan Orr sahib ckă-wa'ld se p-hir aya?
No, sir	năheen, sahib
When he comes, then bring breakfast	jub wŏŏh awe, tub haziree lao

On Parade.

Order arms	bundoocko ŏŏtaro
Fix bayonets	sungeen churhao
Shoulder arms	bundoock kandhe pur rukho
Charge bayonets	sungeen ka hat-h
Present arms	sulamee ka hat-h
Make ready	ghora do pae pur churhao
Half-cock firelocks	ek pae pur ghora rukho
Present	shust-lo
Fire	shhoro (*or* dagho, *or* maro)
Handle cartridge	onte pur hat-h rukho
Open pans	piyală kholo
Prime	ranjuk pilao
Load	tonta bhuro
Draw ramrod	guz nikalo
Ram down cartridge	tonta guz se maro
Return ramrod	guz p-hir do
Recover arms	kan se maro
Eyes right	dahne nuzur
Eyes left	baen nuzur
Dress	burabur ho-jao
Right face	dahne p-hiro
Left face	baen p-hiro
Right about face	dahne se adha chukkur p-hiro
Left about face	baen se adha bhukker p-hiro
Rear ranks take open order	pichharee kholo
Rear ranks take close order	pichharee milo
Ground arms	bundoock sŏŏlao
Stand at ease	hat-h milao (*or* hat-h maro.)
Quick march	juldee ckudum ŏŏt hao
To the right wheel	dahne khoont pursamhne se chukkur khao
On your left backwards wheel	baen khoont pur peechhe se chukkur maro
To the right oblique	dahne tirchha ckudum chulo
Wheel on the centre	beech ke khoont pur chukkur maro
March in file	ckutar chulo
Advance	age burho
Tell off the company into three sections	kumpunee teen tolee kuro
The company will wheel in échelon of sections	pultun tirchhee tolee ho jaegee
Step out	lumba ckudum rukho
Change the step	ckudum budlo
Mark time	upne juguh khure ho ckudum ŏŏt-hao
The company will step back six paces	kumpunee chhă ckudum peechhe hutega
Halt	khure ruho
At what time will the battalion march tomorrow morning?	fujur kis-wuckt pultun kooch kuregee

The words of command are, viz.:—

As you were	ujwur
Attention	telchun
Bayonet	bugnet
Change step	chunjetap
Charge bayonet	churt bugnet
Court-martial	kot masool
Grenadier	guraa-deel
Ground firelock	gran fyluk
Order arms	urdul ram
Present arms	furjunt ram
Recover arms	rikab ram
Shoulder arms	cholda-ram
Stand at ease	tundel tis
Who comes there	hŏŏkum dar
A friend	e prin

These are native corruptions of the English words.

At the Breakfast Table.

Bring breakfast	haziree lao
Bring warm water	gurm panee lao
Is the water boiling?	panee khowita hy
Make tea	cha bunao
Where is the tea?	cha kuhan hy

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Give me a cup of coffee	ek piyală ckuhwă humko do
Where is the sugar?	misree kuhan hy?
Give me a clean cup and saucer	ek saf piyală owr t-halee humko do
Boil some eggs	kŏdchh unde ŏŏbalŏ
Don't let them become hard	ŏŏnhen sukht hone nă do
Place the coffee-pot on that side	ckuhwă-dan ŏŏs turuf rukho
Place the teapot here	cha-dan yuhan rukho
Come hither	idhur ao
Bring the cold meat in the twinkling of an eye	t-hunda gosht, pul marte, lao
Give me a knife	ek chhŏŏree do
Bring a fork	ek kanta lao
This butter is excessively bad	yih mukkhun nihayut ŏŏurab hy
Continue moving the punkha	punkha hilate ruho
These eggs are not fresh	ye unde taze nuheen
Bring a spoon	ek chumchă lao
Give me a knife	ek chhŏŏree do
Is that milk or cream?	woŏh doodh hy, ya mulnee?
Bring the newspapers	ukhbar ke kaghuz lao
Toast some bread	kŏŏchh rotee senko
Tell your master that breakfast is ready	sahib se kuho ki haziree ty-yar hy
Give that gentleman a chair	ŏŏs sahib ko ek kŏŏrsee do
Hand bread to that gentleman	rotee ŏŏs sahib ko do
Give me the butter	mukkhun do (muska)
Has the moonshee come?	mŏŏnshee sahib aya hy?
Yes, sir	han sahib
Very well	buhŏŏt uchchha
Take away all the things	sub cheezen le-jao

STUDYING WITH A MOONSHEE OR NATIVE TUTOR.

Mr. Moonshee, how are you to-day?	mŏŏnshee sahib, aj toom kyse ho?
Is there any news to-day?	aj koee ŏŏubur hy?
Do not use such hard words	ŏyse mŏŏshkil ulfaz mut kuha kuro
What is the meaning of this word?	is lufz kee kya mă'nee?
Put it in a common sentence or two; then I shall discover its meaning from the context	ek ya do mŏŏstu'mul jŏŏlme men ise kuho; to myn, ckureene se, is kee mă'nee duryaft-kuroonga
Explain by signs, if you cannot by words	ugur tŏŏm zuban se nuheen sukte, to isharon se butao
How do you pronounce this word?	is lufz ko kyoonkur tuluffŏŏz kurte ho?
Is this right?	yih t-heek hy?
That is wrong	woŏh ghulut hy
I understand your meaning from the context	myn tŏŏmhara mutlub ckureene se sumujhta
But the phraseology is not correct	lekin mŏŏhawurā dŏŏrŏŏst nuheen
You should say thus	chahiyeki tŏŏm yoon bolo
If you will speak slow, then I may understand you	jo tŏŏm ahiste bolo, to myn tŏŏmharee bat sumijhoon
You speak very fast	tŏŏm buhoot juldee bolte
If you speak so fast, then I cannot understand you	jo tŏŏm itna juld bolte, to myn tŏŏmharee bat sumujh nuheen sukta
Do I read well now?	myn ub uchchha purhta hoon?
Read you this sentence—then I shall hear	yih jŏŏmlă tŏŏm purho, to myn sŏŏnoon
Which is the best time for study?	mŏŏtalăă kurne ko kownsa wuckt uchcha hy?
What are the best books?	kown kown kitaben uchchhee hyn?
Have you any Hindoostanee ink, paper, and pens?	tŏŏmhare pas kŏŏchh Hindoostanee siyahee kaghuz, owr ckulum hyn?
This ink is too thick	yih siyahee buhŏŏt garhee hy
Now it is too thin	ubhee buhŏŏt putlee hy
Put some cotton in the inkstand	duwat men kŏŏchh rooee dalo
Make me a good pen	ek uchchka ckulum mŏŏjhe turash-do
How do you form this letter?	is hurf ko kyoonkur bunate ho?
How do you join these two letters?	in do hurfon ko kyoonkur jorte ho?
The point of the pen is too broad, small, hard, soft	ckulum kee nok nihayut chowree chhotee, sukht nurm hy
Is this good writing?	yih uchchha khutt hy
Where are the ruler and penknife?	mistur owr ckulumturash kunan hyn?
This paper is very rough	yih kaghuz buhŏŏt bemŏŏhre hy
Where is the polishing-shell?	mŏŏhrā kuhan hy?
He writes very badly	wŏŏh buhŏŏt khurab likhta hy
Nobody can read his hand	ŏŏska khutt koee purh nuheen sukta
I have heard that you are well skilled in the Hindoostanee tongue	myn ne sŏŏna hy ki tŏŏm Hindoostanee zuban se khoob mahir ho
Do you think it a difficult language?	tŏŏm is zuban ko mŏŏshkil nuheen sumujhte
Be it difficult or not, by making labour you will always arrive at your object	mŏŏshkil ho ya nuho mihnut kurne se tŏŏm humeshă upne mutlub ko puhŏŏnchoge
But first, inclination is necessary	lekin puhle, showck chahiye
Yesterday I was very idle, and have not learned the lesson	kui myn buhŏŏt mujhoo, hooa tha, owr subuck nuheen seekha
Do not speak English to me until I tell you that there is a difficulty to me in the Hindoostanee	mŏŏjh-se Ungrezee mut bolo jub tuluk myn nă kuhoon ki Hindee men mŏŏjhe dickckut hotee hy
If I had all along spoken the language of this country since I came, I should have been able to speak it now with great ease	myn jub se aya hoon, tub se ugur humeshă is mŏŏlk kee zuban ko bolta, to ub myn buhŏŏ, suhuj se bolta

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Without practice you will not be able to speak with fluency	mushck ke siwa tõõm turraree se bol nuheen sukoge
Tell the steward to prepare the account for the last month	*kh*ansaman se kuho ki pichhle muheene ka hisab ty-yar kure
How much is the monthly pay of the servants in arrear?	nowkuron ka durmaha kitna backee hy?
Let not their pay ever remain in arrear more than one month	õõn kee tulub kubhee ek muheene se ziyadă backee na ruhe
How much is the expense of the household?	ghur ka *kh*urch kitna hy?
Tell me at once the sum total	mõõjh-se ekbargee jõõmlă kuho
This is far too much, it never was so much before	yih buhõõt ziyadă hy, age kubhee itna nă tha
What is the reason of this?	is ka sukub kya?
Mention each item separately	hur hur ruckum jõõda jõõda bă*y*an kuro
Well, you may now go	*kh*yr, ub ja'iye
How much is this cloth per yard?	yih kupra fee guz kitna?
Send for a rupee's worth of fruit	ek rõõpy ka mewă munga)
How many mangoes for a rupee?	rõõpy ke kitne am?
What is the price of that horse?	õõs ghore ka mol kya hy?
This is more than he is worth	yih õõskee ckeemut se ziyadă hy
What is the lowest price?	nihayut ɔnm mol kya hy?
This is a great deal too much	yih buhõõt ziyadă hy
I cannot give so much	my*n* itna de nuheen sukta
I will give you just half that	my*n* tõõmhen sirf iska adha doonga
I want a half-ser of the small fish, and a ser of the large.	my*n* adh-ser chhotee muchhee chahta hoon, owr ser bhur buree muchhee.

At Dinner.

Is dinner on the table?	khana mez pur aya?
Put the soup near me	shorba mere pas rukho
A clean plate, knife, fork, spoon, salt, mustard, vinegar, pepper	ek saf rikabee, chhõõree, kanta, chumchă, numuk, raee, sirkă, mirch
A hot water plate	gurm panee ka b*a*sun
Some bread, potatoes, greens, cabbage, turnips, carrots, cucumbers	kõõchh rotee, aloo, sag, kurmkulla, thul*gh*um, gajur, kheere
What do you call that vegetable?	õõs turk areeko kya kuhte ho?
I want beef (*literally*, cow's flesh)	gae ka gosht chahta hoon
Bring mutton, pork, veal, venison	bher ka gosht, soo-ur ka gosht, buchhre ka gosht, hirun ka gosht lao
Give me fish, fowl, wild-fowl, hare, partridge, duck, turkey, ham	muchhlee, mõõr*gh*, jungulee mõõr*gh* *kh*urgosh, teetur, mõõr*gh*abee, feelmõõr*gh*, ran, hum ko do
Give me some curry	thora sa salun do
Bring the rice	*kh*õõshkă lao
Bring some wine and water	kõõchh shurab panee lao
Is there any mango fish?	koee tupsee muchhlee hy?
Bring me some mango fish	thoree-see tupseemuchhlee mere waste lao
Are the beefsteaks ready?	gae ke gosht kee phanken ty-yar hyn?
Make a devil of the kidney	gõõrde kee guzuk bunao
Bring me some pilau	thora-sa põõlao lao
This meat is overdone	yih gosht ziyadă puka hy
Tell the cook to beware of this circumstance in future	bawurchee se kuho ki age is bat se hoshyar ruher
What fruits are in season (ripe) just now?	kown kown p-hul is wuckt pukke hyn?
Bring me a custard-apple, plantain, pine-apple, &c.	ek shureefă kela, ununnas wă*gh*yră lao

Retiring to Rest.

Is my bed ready?	mera bichhowna ty-yar hy?
Brush the musquito curtains well, that no musquito may remain	musuhree *kh*oob jharo, jo muchchhur nă-ruhe
I am unwell, do not awake me early	my*n* beemar hoon, mõõjhe săwere mut jugao
Wake me very early in the morning	hum ko buree fujr jagao
Send the dog-keeper to me at daybreak	kõõtte-wale ko noor ke turke mere pas bhejo
I intend to hunt the jackal	mere iradă geedur ke shikar ka hy

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Ophir	432
Patoeah	288
Prins Alexander	1062
Siak	909
Sindoro	1184
Sumbawa	840
Tambora	1408
Vice-President Prine	444

QUEENSLAND STEAM SHIPPING COMPANY'S

Archer	694
Corea	606
Gunga	357
Gympie	220
Maranoa	1529
Polly	104
Taldora	232
Truganini	203
Warrego	1572

EUPHRATES AND TIGRIS STEAM NAVIGATION CO.'S.

Blosse Lynch, 466. **Kalifah, 470.**

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British India Steam Navigation Co., Limited.

See Map on other side.

AGENTS.

Aden, Hodeidah	Cowasjee, Dinshaw Bros.
Akyab, Bassein, Rangoon, Chittagong	Bulloch Brothers & Co.
Algiers	F. M. Burke.
Alleppey	Andrew & Co.
Baghdad	Lynch Brothers.
Batavia	Maclaine, Watson & Co.
Beypore	Stanes & Co.
Bimlipatam, Coconada, Vizagapatam, Yperpolitum	Hall, Wilson & Co.
Bowen	Donald M'Ilar.
Brisbane	Parbury, Lamb & Raff. / Gibbs, Bright & Co.
Bundar Abbas, Bushire	Gray, Paul & Co.
Bussreh	Gray, Mackenzie & Co.
Calicut	Andrew & Co.
Cannanore	Herjee M. & Sons.
Carwar	Robertson Brothers & Co.
Cochin	Aspinwall & Co.
Cooktown	Power, Thomas and Madden.
Colachel	Thos. Henderson.
Colombo	Alstons, Scott & Co. / Darley, Butler & Co.
Delagoa Bay, Inhambane	The Handels Co.
False Point	J. Bulloch & Co.
Galle	Delmege, Reid & Co.
Goa	L. S. Ribeiro.
Gopaulpore	F. J. V. Minchin & Co.
Jeddah	Wylde, Beyts & Co.
Karical	A. Anderson.
Kyouk Phyoo	Gillam & Co.
Mackay	George Smith.
Macassar	I. de Jong.
Madras	Binny & Co.
Malacca	L. Neubronner & Co.
Malta	Smith & Co.
Mangalore	Alstons & Co.
Masulipatam	Malden & Co.
Moulmein	W. Kennedy.
Mozambique	Hansing & Co.
Muscat	W. J. Towell & Co.
Narrakal	Aspinwall & Co.
Negapatam	A. Anderson.
Normanton	Burns, Philp & Co.
Penang	A. Liebert.
Pondicherry	Amalric & Co.
Port Said	Worms, Jossé & Co.
Quillimane	The African Lakes Co., Limited.
Quilon	D. G. Cameron.
Rockhampton	Parbury, Lamb & Raff.
Singapore	Boustead & Co.
Samarang	McNeill & Co.
Sourabaya	Fraser, Eaton & Co.
Suakim	Wylde, Beyts & Co.
Suez	G. Beyts & Co.
Tellicherry	Arbuthnot & Co.
Townsville	Burns, Philp & Co.
Tuticorin	J. Adamson.
Waddagherry	Arbuthnot & Co.
Zanzibar	Smith, Mackenzie & Co.

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MESSAGERIES MARITIMES DE FRANCE.

London Head Agency: 97, Cannon Street, E.C.

Sub-Agency: 51, Pall Mall, S.W.

French Mail Service, via Suez Canal.

DEPARTURES FROM MARSEILLES.

For Mahe, Reunion, Mauritius, Adelaide, Melbourne, Sidney, and Noumea (New Caledonia),

EVERY 28 DAYS, ON WEDNESDAY AT MIDDAY, FROM THE 16TH JANUARY, 1884.

For India, Colombo, Batavia, Singapore, Cochin China, China, and Japan,

EVERY ALTERNATE SUNDAY, AT 10 A.M., FROM THE 6TH JANUARY, 1884.

Reserved accommodation for One Passenger can be obtained by application to the Company, under a special tariff. Special Return Tickets issued.

Beer and Table Wines are supplied Free to First and Second Class Passengers; extra Wines, Spirits, and Liquors, are charged for apart.

*** Passengers to ports beyond Suez, securing their berths in London, are entitled to the free conveyance of their luggage to Marseilles, as explained in the Company's Handbook.

MEDITERRANEAN AND BLACK SEA LINES.

Every alternate Thursday, at noon, for Naples, Alexandria (Bombay), Port Said, Jaffa, Beyrout, Tripoli, Lattakieh, Alexandretta, Mersina, Rhodes, Smyrna, Syra, Messina, Palermo, and back to Marseilles.

Every Thursday, at noon, for Naples, Alexandria (Bombay).

Every alternate Friday, at noon, for Palermo, Messina, Syra, Smyrna, Rhodes, Mersina, Alexandretta, Lattakieh, Tripoli, Beyrout, Jaffa, Port Said, Alexandria, Naples, and back to Marseilles.

Every Saturday, at 5 p.m., for Algiers (and Oran by Rail).

Every alternate Saturday, at 5 p.m., for Syra, Smyrna, Dardanelles, Constantinople, Odessa, Samsoun, Kerassunde, Trebizonde, and Sulina, Tulscha, Galatz, and Ibraila when the navigation permits.

Every alternate Saturday, at 5 p.m., for Naples, Piræus, Dardanelles, Constantinople, Odessa, Salonica, Cavalla, Dedeagh, Samsoun, Kérassunde, Trebizonde, and Sulina, Tulscha, Galatz, and Ibraila when the navigation permits.

Combined Service of the Paris, Lyons, and Mediterranean Railway with Messageries Maritimes, at Reduced Rates.

Through Tickets from Paris sold in London or Paris for the following Ports and vice versa (with option of breaking the journey at Lyons for eight days):—To Alexandretta, Alexandria, direct, Beyrout, Constantinople, Dardanelles, Jaffa, Lattakieh, Mersina, Piræus, Port Said, Rhodes, Smyrna, Syra, Tripoli (Coast of Syria).

Service to Bombay from Marseilles.

By the M. M. Company's Boats every Thursday to Alexandria, thence Overland to Suez, and from Suez by the P. & O. Company's Boat the following Thursday.

Tickets issued at Peninsular and Oriental Company's Offices, 122, Leadenhall Street, E.C.; or at the Messageries Maritimes Offices, 97, Cannon Street, E.C.

BRAZILS & RIVER PLATE LINES.

DEPARTURES FROM BORDEAUX.

On the 5th of each Month, at 10 a.m., for **Corunna, Lisbon, Dakar, Rio de Janeiro, Monte Video, and Buenos Ayres.**

On the 20th of each Month, at 10 a.m., for **Lisbon, Dakar, Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres.**

Luggage forwarded free of charge, see Company's Handbook.

TRANSIT THROUGH FRANCE.

For the convenience of Passengers embarking at Marseilles or Bordeaux on the Company's Steamers, THROUGH RAILWAY TICKETS from London to Marseilles, Paris, or Bordeaux are kept and sold at 97, Cannon Street, or 51, Pall Mall.

For all further information apply to the Messageries Maritimes de France Company's Offices, 97, Cannon Street, London, E.C.

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AUSTRALIA, via AMERICA,

BY THE

PACIFIC MAIL COMPANY'S STEAMERS,

From San Francisco to Auckland and Sydney.
Passengers booked through. Also to Japan and China. Apply to Charles Clark and Co., Windsor Chambers, Great St. Helen's, E.C.

THE AMERICAN OVERLAND ROUTE

To Australia, New Zealand, Honolulu, Japan, China, and India.
PACIFIC MAIL STEAMSHIP COMPANY.

PACIFIC MAIL STEAMSHIP COMPANY'S LINE

TO

Sandwich Islands, New Zealand, Australia, and Fiji,

CARRYING UNITED STATES AND BRITISH MAILS.

ALSO THE

JAPAN AND CHINA LINE.

Through Rates of Fare from Europe.

PASSAGE ORDERS are ISSUED by the LONDON AGENTS of the PACIFIC MAIL STEAMSHIP COMPANY

To LIVERPOOL, from CHINA and JAPAN.

New York, Central American, & Mexican Line,

Via ISTHMUS OF PANAMA.

Steamers sail from Pier, foot of Canal Street, North River, New York. Children under twelve years, half-fare; under six years, quarter-fare; one child under one year, free. Two hundred pounds baggage allowed each Cabin Passenger; One hundred and fifty pounds each Forward Cabin Passenger; proportionately to children.

Return Tickets, good for six months, as per Tariff. For Tickets or information apply to the London Agents,

CHARLES CLARK & Co., Windsor Chambers, Great St. Helen's, E.C.,
HENRY F. GILLIG & CO., 449, Strand, W.C., or
THOMAS COOK & SON, Ludgate Circus, E.C. [Le-14

NEW ZEALAND LINE.

PASSAGE UNDER FORTY-FIVE DAYS.

MONTHLY DIRECT SAILINGS.

The New Zealand Shipping Company (Limited) despatch direct about 24th of each month, *via* Cape of Good Hope, to the principal ports in New Zealand, one of the following magnificent Steamers—

Tongariro	4,163 tons	4,000 H.P.	effective.
Aorangi	4,170 „	4,000 H.P.	„
Ruapehu	4,165 „	4,000 H.P.	„
Ionic	4,753 „	3,500 H.P.	„
Doric	4,744 „	3,500 H.P.	„

The Steamers load in the Royal Albert Dock, London, and call at Plymouth to embark passengers and mails.

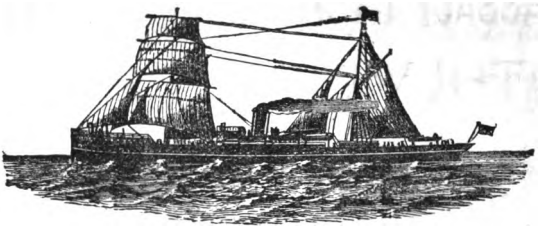
The accommodation in these Steamers for all classes of passengers is unsurpassed. Baths in every compartment, perfect ventilation throughout. Smoking Rooms and Ladies' Cabins. Electric Lighting. Deck Cabins for special engagement.

The Homeward departures are about 30th of each month, and the route is *via* Straits of Magellan (weather permitting) and Rio de Janiero.

For full particulars apply at the London Offices of the Company, 138, Leadenhall Street, or at the Head Office, Christchurch, New Zealand.

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UNION LINE.



CAPE OF GOOD HOPE, NATAL, and EAST AFRICAN ROYAL MAIL SERVICE.

UNION STEAMSHIP COMPANY, LIMITED.

ESTABLISHED, 1853.

THE ROYAL MAIL STEAMERS of this Company's Line, carrying Her Majesty's Mails, leave Southampton every alternate Thursday, and Plymouth the following day, conveying Passengers and Goods to Cape Town, Mossel Bay, Port Elizabeth (Algoa Bay), Port Alfred (Kowie River), East London, and Natal. St. Helena is called at at stated intervals.

ALL STEAMERS CALL AT MADEIRA.

THE UNION STEAMSHIP COMPANY'S STEAMERS have made the fastest voyages from England to the Cape of Good Hope, and vice versa.

The Rates include a Free Pass by Rail from London to Southampton, or vice versa, for Passengers and Baggage, which can be obtained of the Company or their Agents in England. Outward Passengers are freed from Dues on Baggage at both Southampton and Plymouth.

For Rates of Passage Money or Freight apply to H. J. WARING & Co., The Wharf, Millbay, Plymouth; STUMORE WESTON & Co., 20, Water Street, Liverpool; KELLER WALLIS & Co., 69, Piccadilly, Manchester; F. W. ALLAN & Co., 15, Gordon Street, Glasgow; A. O. OTTYWELL, 2a, Shandwick Place, Edinburgh; CAROLIN & EGAN, 30, Eden Quay, or H. W. DONNELLY, 30, College Green, Dublin; to the Company's Agents in most PROVINCIAL TOWNS;

Or at **THE COMPANY'S OFFICES,**

ORIENTAL PLACE, SOUTHAMPTON, and

11, LEADENHALL STREET, LONDON.

Lo:21]

Cape of Good Hope, Natal, Mauritius, & East Coast of Africa.

THE

CASTLE MAIL PACKETS COMPANY

LIMITED

(Carrying the British and Portuguese Royal Mails).

FLEET.

Roslin Castle	4,280 Tons Reg.	Hawarden Castle ..	4,241 Tons Reg.
Norham Castle	4,241 "	Pembroke Castle ..	3,936 "
Garth Castle.....	3,705 "	Drummond Castle ..	3,705 "
Kinfauns Castle....	3,507 "	Grantully Castle ..	3,489 "
Conway Castle.....	2,966 "	Warwick Castle	2,957 "
Dunbar Castle.....	2,700 "	Dunrobin Castle	2,811 "
Methven Castle	2,700 "	Taymouth Castle ..	1,827 "
Duart Castle.....	1,825 "	Florence	695 "
Dunkeld	1,158 "	Venice	611 "
Melrose.....	840 "		



The Company's Steamers sail from **London** every alternate Tuesday, and from **Dartmouth** every alternate Friday, with Mails, Passengers, and Goods for **Cape Town, Mossel Bay, Port Elizabeth, Port Alfred, East London,** and **Natal.**

The Colonial Mail Steamers leave **Natal** every alternate **Wednesday** morning for **Cape Town.**

The Ocean Mail Steamers sail from **Cape Town** on the following Wednesday at 4 p.m. for **Plymouth** and **London.**

Extra Steamers are despatched as required by the Trade.

EAST AFRICAN SERVICE.

The Company's Steamers take Mails, Passengers, and Cargo every 28 days from London and Lisbon to Delagoa Bay, Mozambique, and Zanzibar, and *vice versa.*

MAURITIUS AND MADAGASCAR SERVICE.

Regular Service every 28 days between London, Port Louis, and Tamatave.

Surgeon and Stewardesses carried by each Steamer.

For particulars of Freight and Passage, or for further information, apply to the Managers—

DONALD CURRIE & Co., 3 & 4, Fenchurch St., London, E.C.; 40, St. Enoch Square, Glasgow; 25, Castle Street, Liverpool; and 11, Commercial Buildings, Cross Street, Manchester;

Or to the following Agents:—

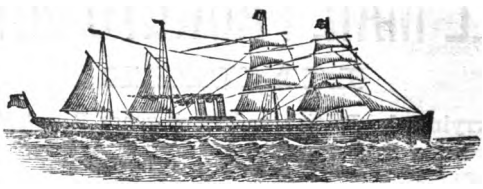
DARTMOUTH: E. M. Turnor.
PLYMOUTH: Smith Sundius & Co.
LISBON: E. Pinto Basto & Co.
MADEIRA: Blandy Bros. & Co.
ST. HELENA: Solomon, Moss, Gideon, & Co.
CAPE TOWN: Anderson & Murison.
MOSSEL BAY: Prince, Vintcent, & Co.
PORT ELIZABETH: Blaine & Co.
PORT ALFRED: J. Gau & Co.
EAST LONDON: James Georgeson.
DURBAN, NATAL: D. C. Andrew.
PRETORIA: D. J. Bower.
KIMBERLEY: B. Rintel.
MAURITIUS: Ireland, Fraser, & Co.
MADAGASCAR: Procter Bros.
CALCUTTA: Jardine Skinner & Co.

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ALLAN LINE.

CANADA AND UNITED STATES ROYAL MAIL STEAMERS.

SHORT SEA PASSAGE.



FROM LIVERPOOL TO QUEBEC

(DURING SUMMER).

Thursday, calling at LONDONDERRY on the Friday for Mails and Passengers.

LIVERPOOL TO HALIFAX

(WEEKLY ALL THE YEAR ROUND).

LIVERPOOL TO ST. JOHNS, N.F.

Every alternate TUESDAY, from April to January.

LIVERPOOL TO PORTLAND AND BOSTON

(WEEKLY ALL THE YEAR ROUND).

LIVERPOOL AND BALTIMORE LINE.

This is the most eligible Route to the Southern and Middle States.
The Steamers are appointed to sail from LIVERPOOL on alternate Tuesdays, calling at Queenstown on the Wednesday for Passengers and Mails.

SALOON OCEAN FARES.—By Parisian, 15 to 21 Guineas, and by other Steamers of the Line, 12, 15, and 18 Guineas, according to position of Sleeping Cabins and number of Berths in same, all having full privileges in Saloon Children under 12 years (accompanied by their parents) half-fare; Infants under 2 years, free. The Fare includes all necessaries except Wines and Liquors, which are extra Intermediate, £7 7s. Steerage at low rates.

OCEAN RETURN TICKETS issued at £25, or £30, available for twelve months, from any of the American or Canadian Ports from which the Company's Steamers sail.

Passengers taking RETURN TICKETS by this Line of Steamers can go out by way of Quebec, and return by way of Baltimore, or *vice versa*, thus being enabled to see all places of interest between Quebec, Philadelphia, and Baltimore, including the Canadian Lakes (Lake of the Thousand Isles, &c. and the Falls of Niagara.

Passengers holding Through Tickets to points between Quebec and San Francisco, are at liberty to break their journey at any of the principal stations, and renew it again at pleasure.

For information apply to ALLANS, RAE, and Co., Quebec; H. and A. ALLAN, Portland; H. and A ALLAN, Montreal; ALLAN and Co., Chicago; S. CUNARD and Co., Halifax; A. SCHUMACHER and Co., Baltimore; A. HUNTER, 7 *bis*, Rue Scribe, Paris; RICHARD BERNS, 32, Marché aux Chevaux, Antwerp; J. B. CROL and Co., Rotterdam; OOLGAARDT and BRUINIER, Amsterdam; SPIRO and Co., 77, Admiralitätstrasse, Hamburg; JAMES SCOTT and Co.. Queenstown; H. and A. ALLAN, 70, Great Clyde Street, Glasgow; ALLAN BROTHERS and Co., Londonderry.

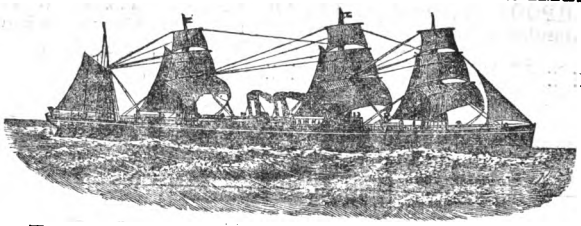
ALLAN BROTHERS AND CO.,

B-62] James Street, Liverpool; and 103, Leadenhall Street, London.

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WHITE STAR LINE

ROYAL AND UNITED STATES MAIL STEAMERS.



The well-known magnificent Steamers of this Line sail weekly between

LIVERPOOL AND NEW YORK,

On TUESDAYS or THURSDAYS, calling at Queenstown the following day.

SALOON PASSAGE, 15, 18, or 21 GUINEAS EACH BERTH.

Return Tickets, available for Twelve Months, at Reduced Fares.

Arrangements have been made by which passengers are booked through from Liverpool, *via* New York and San Francisco (**AMERICAN OVERLAND ROUTE**), to the principal ports of **CHINA, JAPAN, AUSTRALIA** and **NEW ZEALAND,** at special low rates, passengers having choice of three Lines of Railway from New York to San Francisco, and thence by the magnificent steamers of the Pacific Mail, Occidental, and Oriental Companies.

R. J. CORTIS, 37, Broadway, New York; ISMAY, IMRIE, and Co., 10, Water Street, Liverpool; and 34, Leadenhall Street, London, E.C. [B-63

INMAN LINE

ROYAL AND UNITED STATES MAIL STEAMERS.

APPOINTED TO SAIL TO AND FROM

LIVERPOOL and NEW YORK WEEKLY.

These magnificent Vessels are amongst the largest and fastest in the world, and are well-known for the regularity and rapidity of their passages across the Atlantic.

The Saloons and Staterooms are amidships, where least motion is felt. Ladies and Gentlemen's Sitting Rooms, Pianos, Libraries, Barber's Shop, Bath Rooms, &c., provided. These Steamers are fitted with Electric Light. The Saloon Fares include a liberal table, Meals being served *à la carte*, and Stewards' Fees, but not Wines or Liquors, which can be obtained on board. Experienced Surgeons and Stewardesses carried.

A limited number of **Intermediate** and **Steerage** Passengers are carried, the accommodation for each class being most comfortable in every respect.

Passengers booked to and from every Station in the **United States** and **Canada,** and *via* San Francisco to **Australia, New Zealand, China,** and **Japan, at lowest through rates.**

Authorised Agents will be found in most Towns and Cities throughout Europe and America, from whom Passage Tickets can be purchased and every **information obtained.**

Apply in New York at the COMPANY'S OFFICES, 31 and 33, Broadway; in Paris, to R. H. GRAEFE, 9, Rue Scribe; in London, to EIVES and ALLEN, 99, Cannon Street, E.C.; in Manchester, to A. W. WILSON, 38, Fountain Street; in Queenstown, to C. & W. D. SEYMOUR and Co.; or to

THE INMAN STEAMSHIP COMPANY LIMITED

22, WATER STREET, LIVERPOOL.

3B-61]

STAR LINE OF STEAMERS

FROM

LIVERPOOL to CALCUTTA, and CALCUTTA to LONDON,

Calling at **Colombo** to land and embark passengers; also embarking passengers via **Genoa Naples,** or **Trieste,** at **Suez.**

CAPELLA 3,359 tons.	VESTA 3,054 tons.	PLEIADES 2,296 tons.	
VEGA 3,063 ,,	MIRA.. 2,606 ,,	ORION 2,296 ,,	

These fast steamers will be despatched, viâ Suez Canal, at short intervals. The dates of sailing will be announced several months in advance.

They are despatched punctually, take saloon passengers only, have spacious accommodation, are fitted with every comfort (ice-house, punkahs, &c.), and each carries a surgeon, stewardess, and European crew.

RATES OF PASSAGE MONEY,

Including railway fare from any part of the United Kingdom.

From Liverpool.	To Calcutta. £ s. d.	To Colombo. £ s. d.
Gentlemen or ladies travelling singly, for 1 berth	52 10 0	47 5 0
Children, according to arrangement		
European servants	26 5 0	26 5 0
Native servants	15 15 0	15 15 0

These rates are subject to Reduction out of the passenger season. Fare to Port Said, £17; to Suez, £20.

An allowance will be made to passengers returning by the Company's steamers, within 6 months of their arrival, of 20 per cent., or within 12 months, 10 per cent.

For dates of sailing, and full information, apply to RATHBONE BROTHERS & Co. *Managers,* 21, Water Street, Liverpool.

AGENTS AT CALCUTTA Messrs. HOARE, MILLER AND Co.
,, ,, *COLOMBO* Messrs. ARMITAGE, VANDERSPAR AND Co.
,, ,, *PORT SAID & SUEZ* Mr. WILLIAM STAPLEDON.

[s64

ROYAL MAIL STEAM PACKET COMPANY.

WEST INDIES AND PACIFIC (via Panama).

Colon or Aspinwall, Savanilla, Mexico, Central American and South Pacific Ports, San Francisco, Japan, China, and British Columbia.

The Company's Steamers leave **Southampton,** with Her Majesty's Mails, on the 2nd and 17th of each Month, conveying Passengers, Specie, and Goods, under through Bill of Lading.

The Royal Mail Steam Packets also leave **Southampton** at frequent and regular dates, carrying Her Majesty's Mails, for Bordeaux, Vigo, Lisbon, St. Vincent, Cape de Verds, Pernambuco, Maceio, Bahia, Rio de Janeiro, Santos, Monte Video, and Buenos Ayres.

For particulars apply to *J. H.* LINSTEAD, Southampton, or to J. M. LLOYD, Secretary Royal Mail Steam Packet Company, 18, Moorgate Street, London. [Lo-53

THE UNIVERSAL HOUSEHOLD REMEDIES!!!

HOLLOWAY'S PILLS & OINTMENT

These excellent **FAMILY MEDICINES** are invaluable in the treatment of all ailments incidental to every **HOUSEHOLD.** The **PILLS PURIFY, REGULATE** and **STRENGTHEN** the whole system, while the **OINTMENT** is unequalled for the cure of **Bad Legs, Bad Breasts, Old Wounds, Sores** and **Ulcers.** Possessed of these **REMEDIES,** every Mother has at once the means of curing most complaints to which herself or Family is liable.

N.B.—Advice Gratis at 533, Oxford Street, London, daily between the hours of 11 and 4, or by letter. [Lo-31

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DAWLISH.

THE

ALBERT HOTEL.

This Hotel has been recently enlarged, and commands splendid Sea Views.

TABLE D'HOTE. BILLIARD AND SMOKING ROOMS.

Good Shooting, over about 2,000 acres, free to Visitors.

HEALTHY SUMMER AND WINTER RESORT.

HOT, COLD, AND SHOWER BATHS.

LADIES' COFFEE ROOM.

FIRST-CLASS WINES. EXPERIENCED CHEF.

BOARDING TERMS (Optional), 10s. 6d. Daily, or 3 Guineas Weekly.

TELEGRAMS AND LETTERS PROMPTLY ATTENDED TO. [Lo.-45

DOVER.

ROYAL HOTEL,

PIER, MAISON ETRANGERE.

MOST CONVENIENT FOR CONTINENTAL PASSENGERS.

TWO MINUTES' FROM STATIONS AND PIER. FINE SEA VIEW.

Bed Rooms from 2s. Private Sitting Rooms. Bath Room.

DINNER, One o'clock, 2s. 6d.

LE DINER PARISIEN, SIX to SEVEN; 5 COURSES, 3s.

ON PARLE FRANCAIS. MAN SPRICHT DEUTSCH.

WRITE OR TELEGRAPH. DO NOT BE MISLED.

W. OLDFIELD, Proprietor

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DOVER.

LORD WARDEN HOTEL

The Hotel is facing the Admiralty Pier, and connected with the South Eastern Railway by a Covered Way.

And with the London, Chatham, and Dover Railway by Omnibuses and Flys, private or public, within two minutes' drive.

IT CONTAINS

UPWARDS OF 150 ROOMS,

WITH

EXTENSIVE PUBLIC DINING ROOM,

Ladies' Drawing Room, and Gentlemen's Reading Room,

ALL COMMANDING THE FINEST SEA VIEW IN THE UNITED KINGDOM.

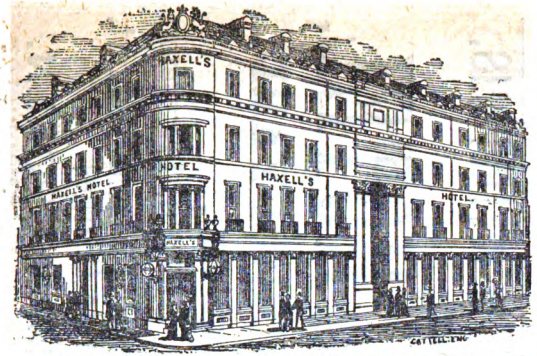
The Hotel Porters and Commissionaire attend the Railway Stations on the arrival of every Train, and at the Pier on the arrival of the Day and Night Continental Mail Boats.

BOATS.—Private Cabins especially reserved for Visitors to the Hotel, which can be booked in advance on application to the Proprietor.

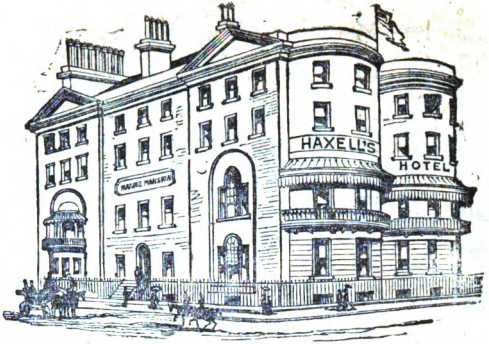
TABLE D'HOTE FROM 6 TO 8 P.M.

TARIFF SENT ON APPLICATION TO

W. R. SWAINSTON, Proprietor.



HAXELL'S HOTEL,
WEST STRAND, LONDON,
For Families and Gentlemen.



HAXELL'S HOTEL,
MARINE PARADE, BRIGHTON,
For Families and Gentlemen.

HAXELL'S HOTELS,

LONDON AND BRIGHTON.

They are scarcely one hour's distance rom each other.
Their several situations are world known.
The London Hotel is in the best part of the West Strand.
The Brighton Hotel facing the Sea, every room commanding it.

The Tariffs of both Hotels are the same :—Apartments, 2s. 6d.; Drawing Room with Bed Room, *en suite*, 10s. 6d.; 12s. 6d.; visitors, *en pension*, 10s. 6d. daily. No extras whatever. The best breakfast table and *table d'hôte* in London and Brighton.

Visitors at either Hotel can patronise the other without any further expense than their railway fare, their Apartments during their absence being retained without any charge.

The Hotel contains Post, Telegraph, and Telephone Offices.

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INNS OF COURT FAMILY HOTEL.

South Entrance— This HOTEL is North Entrance—

LINCOLN'S INN FIELDS. CENTRAL, HIGH HOLBORN.



Being in close proximity to the New Palace of Justice, Theatres, &c., and is admirably appointed for the accommodation of Families and Gentlemen.

Table d'Hote from 5 30 till 8.

Separate Tables.

Spacious Coffee Room, Ladies' Drawing Room, &c., &c., overlooking the splendid Lincoln's Inn Garden. The Rooms overlooking Holborn are equally quiet, the front of the Hotel being paved with Asphaltic wood.



—o—

Hydraulic Lifts, &c.

WALTER GOSDEN,

Lo-47] Manager.

THE VERY CENTRE OF THE METROPOLIS.

THE

CATHEDRAL HOTEL,

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